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# small air forces observer

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**TBU #58, SAMOLOT MYSLIWSKI SPITFIRE Mk I-V**, K. Chotoniowski. 20 pages 6 1/2 by 9 1/4 inches, 14 photos, 14 color side views, and one color 4-view drawing. Spitfires in Polish Squadrons. \$2.25.

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**COVER COMMENTS:** Our front cover this month features Fiat G-91R "5452" of the Força Aerea Portuguesa. Part 3 of Mick Burton's Research Project on the FAP covers jet fighters and begins on page 56. The back cover contains a fine drawing by Jorge Nunez of an Argentine Navy Beaver that compliments both his article on Argentine helicopters (you will have to read his article, which begins on page 51, to see what a Beaver is doing among the whirlybirds) and Felix Pazo's article on De Havilland aircraft in Argentina which begins on page 45. Also on the back cover Paul Mears continues his series of drawings of Hungarian aircraft with a couple of elegant Focke Wulf FW-58.

"One of the East Coast Humbrol distributors told me that the 29 new Authentic Colours will be here by February or March. In any case, here is a listing: HU.14 Blue 35414, HU.15 Blue 35109, HU.16 Blue 35164, HU.17 Green 34258, HU.18 Brown 30118, HU.19 Blue 35237, HU.20 Grey 36251, HU.21 Grey 36307 - F-5E Aggressor colors; HU.25 Dk. Gull Grey 36231; USM.1 Green 34097 - USMC helicopters; USN.1 Dk. Grey 26118 - gunship grey (A-10 & F-16); USN.2 Med. Grey 36270 - F-16; USN.3 Lt. Ghost Grey 36375, USN.4 Dk. Ghost Grey 36320 - F-15 & Swiss, CNAF, Kenyan F-5E; USN.5 Lt. Gull Grey 36440; USN.6 White 37875; HU.13 Azure Blue ANA609, HU.22 Blue Grey ANA603, HU.23 Semigloss Sea Blue ANA606, HU.24 Gloss Sea Blue ANA623 - US WW2 colors; HG.11 Mittelgrun RLM75, HG.12 Sandbraun RLM79, HG.13 Himmelblau RLM78, HG.14 Olivgrun RLM80, HG.15 Dunkelbraun RLM61, HG.16 Braun-violett RLM81, HG.17 Dunkelgrun RLM82 - Luftwaffe WW2 colors; IAF.1 Earth 30219, IAF.2 Green 34227, IAF.3 Middlestone 33531, IAF.4 Pale Blue 35622 - IDF/AF camouflage colors (finally!!); SW.1 Light Green 322M, SW.2 Dark Olive Green 326M, SW.3 Black 093M, SW.4 Brown 507M, SW.5 Blue Gray 058M - Swedish contemporary colors (Viggen, Bulldag, etc.).

"Also, Pactra has introduced Lt. Gull Grey in their International paints, right now only as a spray can, but later on to be bottled.

"The Fall/Sept. issue of AEROSPACE HISTORIAN has an excellent article on the Royal Jordanian Air Force, with photos of F-5As (mislabelled F-5Es), DH Tiger Moth, Vampire FB.52s, Hunter F.6, F-104As, T-37C, Alouette 3, CASA-212 Aviocar, C-130, DH Dove. Also an article on Swedish Seversky EP-1s (export P-35s).

"Expect the following new kits for 1981: (confirmed!) HASEGAWA - 1/32 TA-4J, 1/72 F4U-1/LA Corsair (yes, it's a birdcage); TAMIYA - 1/32 F-14A Tomcat (expect a \$65 pricetag); MATCHBOX - 1/72 Noorduyn Norseman, 1/32 Hawker Hunter(!); AIRFIX - 1/48 Panavia Tornado; HELLER - 1/48 RF-84F (French Suez mkgs.), 1/48 AS350 Ecurweil, 1/72 SAAB-91 Safir(!), 1/72 T-28/Fennec, 1/72 Gloster Javelin (variant unknown), 1/72 Dassault Ouragan (finally! one for the IDF/AF enthusiasts); FUJIMI - 1/72 USMC UH-1N, 1/72 USAF UH-1N, 1/72 Italian Navy AB212ASW, 1/72 CH-53, 1/72 SH-3H Sea King, 1/72 Westland Sea King (W. Ger. Navy); TESTOR/ITALERI - 1/48 SR-71A/B; ESCI - 1/72 F-15A, 1/72 F-104C, 1/72 F-104G/S.

"Unconfirmed rumors also have ESCI doing 1/72 Fiat G.91R, 1/72 MB326 & 339, 1/72 Aeritalia G222."

Larry Greenberg (SAFCH #392)

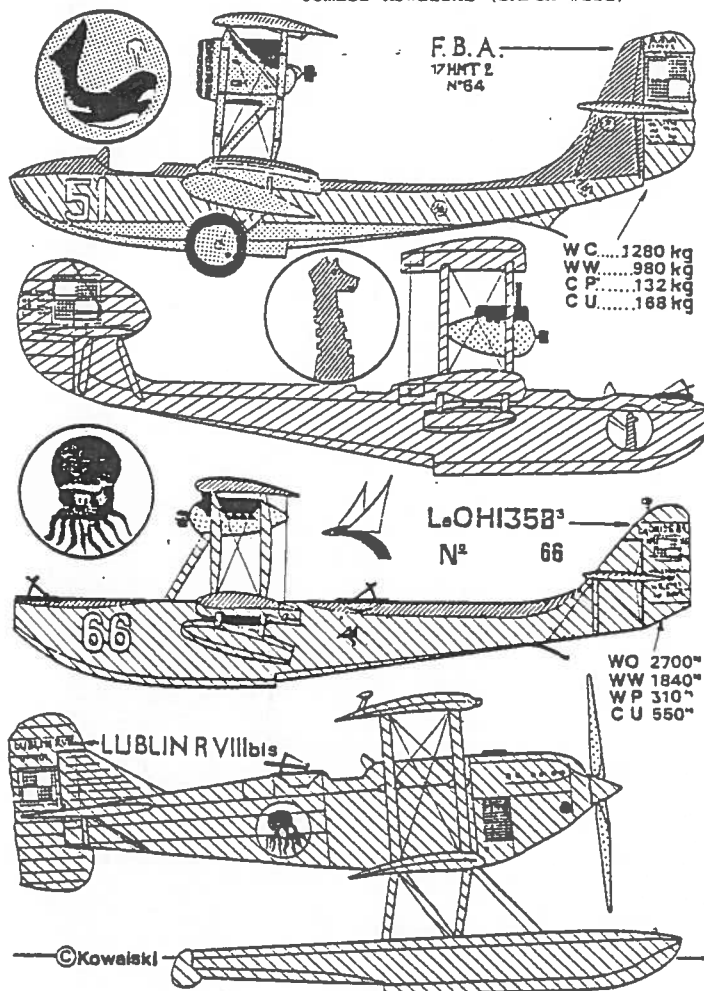
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Second-class postage paid at Carmel Valley, CA 93924.

"Now for some news about my book. It will be published in the 'Skrzydłata Polska Library' series and it will be on sale in 1981. The price in Poland will probably be near 50-80 zł and I think the price to SAFCH members will be around 5-6 US\$.

"The book will have a soft cover and will have more than 200 pages (20.5 by 14.5 cm). Fifty full pages of black and white scale drawings will be included as well as from 8 to 12 pages of color drawings and more than 100 photos."

Tomasz Kowalski (SAFCH #121)



(Editor's Note: Those of you who have seen Mr. Kowalski's series "Godła i Barwa w Lotnictwie Polskim" in SKRZYDLATA POLSKA will know what to expect from this book. For those who have not seen this series, I can assure you that the book will contain a well-researched and attractively-presented history of Polish aircraft marking and camouflage from 1918 to the present. And, if the publisher can meet the promised price, this will be an outstanding bargain. Tomek has offered to supply the SAFCH with a number of books for resale. Polish books are printed in limited numbers and reprints are rare. It is quite likely that our initial order will be all that we will be able to get. There will be no time to go through the usual procedure of announcing the price in the SAFO and waiting for the money to come before I place the order. As soon as I know the price I will have to order the number of books I expect we will be able to sell. To help me make the best possible estimate, everyone interested in buying this book through the SAFCH please send me a postcard immediately. Send no money; the actual price will be announced in the SAFO and members whose names are on file will receive first priority.)

SAFCH Research Project #8 - AIRCRAFT OF THE CENTRAL AMERICAN REPUBLICS. Progress Report #3.

Those who strive to build models of the military aircraft of as many nations as possible are stymied by Costa Rica. This country has never had an Air Force, although the government has owned/operated aircraft at various times. The four F-51D Mustangs acquired during the 1955 crisis with Nicaragua are the most well-known examples. (See SAFO #8.)

The Costa Ricans are proud of not having a military establishment. Hence, the various communications aircraft and helicopters based at the national airport are all civil-registered in the TI-SPx series (SP = Seguridad Popular). Two types that have appeared with this registration are the DHC-3 Otter (SPE, 'F', 'G') and Bell 206 (SPO, 'P'). See photos on page 48.

The insignia is a red disk, encircled by white, encircled by blue. The legend in the blue surround states (above) "Ministerio de Seguridad Publica" and (below) "Seccion Aerea". The Otter has a blue design with red trim separated by a white band. The Bell has blue/red/blue stripes separated by white on its tail fairing.

Gary Kuhn (SAFCH #257)

"If you've ever wished there was a single place you could write for accurate drawings of a P-47N, info on a 1912 Albatros trainer, or a pipe on a P-51, I want to tell you that there is such a place. It's called AIRCHIVE.

"AIRCHIVE is a not-for-profit corporation founded in 1979 with two goals: the preservation of aviation history by acting as a repository for photos, publications and memoirs, and the education of the public at large.

"Historair, the AIRCHIVE data bank, provides information to pilots, historians, modelers and journalists all over the world. Data supplied may be from published sources or from the AIRCHIVE collection of slides, photographs or memoirs. The Aircraft Data Index File (ADIF) permits easy access to specific data in every AIRCHIVE periodical.

"In most cases information is supplied in Xerox copy form. Fees are limited to the copy cost and all postage involved. There is no research charge.

"To support this activity AIRCHIVE seeks support from the aviation industry and the general public. All donations are completely tax deductible. Our newsletter AIRCHATTER is yours for \$10 per calendar year.

"A more detailed description of AIRCHIVE is available on request." Job C. Conger IV, 326 S. MacArthur Blvd., Springfield, IL 62704.

#### DE Vliegende Hollander

Aug & Sep 80. Nothing of small air force interest.

Oct 80. Color photo of Turkish F-105G D-8342; b&w photo of Greek TF-104G 22278.

Nov 80. Color photo of Danish F-100D G-769, b&w photo of Danish RF-35 AR-113; large color photo of Indonesian Hawk LL-5301.

#### FLASH

Sep 80. B&W photos of Greek F-104G 33720, civil Hunter G-HUNT, Norwegian TF-104G 263, and an article on the Dutch AF NF-5A K-3001 of the "Testgroup".

Oct 80. B&W photos of Swiss Mirage III J-2309, Hunter J-4089, F-5E J-3016, & Ju-52 A-702.

Nov 80. B&W photo of Swiss Alouette III A-245.

#### BRITISH AVIATION REVIEW and ROUNDEL

Aug 80. B&W photos of Egypt AF C-130H 1274/SU-BAE and Belgian F-104G FX-100.

Sep 80. ROUNDEL has a most interesting article with full details of Indian Navy Sea Hawks and somewhat "obscure" deliveries of Hunting Provosts to the Rhodesian AF.

Compiled by Ben Marselis (SAFCH #143)

# ¡ VIVA CORSARIO !

Heralded by aviation historians and enthusiasts for its classic wartime service with the Allies during WWII, Korea, and action in Indochina and North Africa with the French, the final chapter in the active military life of that truly unique airplane - the Chance-Vought F4U Corsair - came to an end in November 1979 when the Fuerza Aerea Hondurena retired and sold all but one of its remaining airworthy examples.

The Argentine Navy - and the air forces of Honduras and El Salvador in Central America - the last services in the world to use the type operationally, can lay claim to some truly historic moments in the saga of the bentwing bird. For instance, consider these hallmarks:

- \* Corsairs saw action with all three services in Latin America.

- \* With Argentina, they were the last of the type to be carrier-borne and launched.

- \* Were probably the last piston-engined fighters of their or any vintage to claim air-to-air or air-to-ground "kills".

- \* Of the "kills" claimed, they are probably one of the few fighter types of all time to claim "kills" against the same basic type in use by opposition forces!

For the modeler, Latin American Corsairs present a surprisingly varied assortment of series and markings ... and the basic sub-types involved (F4U-4, 5, 5N, 5NL, 5P, and FG-1D) are all within the conversion competence of most modelers through modification to a variety of available and forthcoming kits.

Oddly, the Latin Corsairs are amongst the very few ex-US Navy tactical types to see service in the region - and the last of their stablemates to retire, outlasting all of their Mustang & Thunderbolt brethren in Central and South America proper (the Dominican Republic continues to operate the last remaining Mustangs, but they are Cavalier-overhauled examples and not stock). This is especially surprising in view of the fact that not more than 62 of all types entered service in the three countries involved, compared to much larger numbers of F-51's and F-47's. Add to this the logistics and spares problems which surely must have accompanied service of the type, and a story of spartan character emerges.

Here, presented in alphabetical order, is a synopsis of the acquisition, service, and demise of the Corsair fighter-bomber in Latin American service. A subsequent story will relate the rather curious acquisition procedure of these machines, and a little about their prior US military service ... as well as some outstanding 'problems' as yet unanswered!

## AVIACION NAVAL ARGENTINA

Argentina's naval air arm, which has always come closer to paralleling the organization and structure of the larger world naval powers than any other in Latin America, acquired a total of 22 F4U-5's and F4U-5L's through surplus US Navy stocks; the first 10 were delivered in 1956 and included at least six F4U-5NL's (with a strong possibility that all were of this version), followed by an additional 12 aircraft (F4U-5's) in 1958.<sup>1</sup>

Initially, the Corsairs were assigned to the Escuad. Aeron. Combate, a subordinate unit of the 2o Escuadra Aeronaval, and were based at the Punta de Indio Base Aeronaval. During this period, they carried unit individual aircraft codes which indicated the unit of assignment (first numeral), followed by a letter designating the aircraft/unit function (initially "C" = "Caza" or fighter) and then the individual aircraft number within the unit (complete code examples include 3-C-2, 3-C-4, 3-C-7, 3-C-17, etc.).

In 1958, with the delivery of the second and final batch of Corsairs - and the concurrent acquisition by the Argentine Navy of the former British aircraft carrier

HMS "Warrior" (14,000 tons), which became ARA "Independencia," the unit designator and unit assignment were changed. The aircraft then carried codes such as 2-A-212, 2-A-214, 2-A-216, etc., the assignment now being the II Escuadron de Ataque, at that time subordinate to the II Escuadra Aeronaval.

By 1963, the II Escuadron de Ataque depended from the III Escuadra Aeronaval and had an attack function, unit codes becoming, for example, 3-A-201, 3-A-204, etc. Generally, the individual aircraft numbers remained constant, and oddly, even though the Argentine Navy uses to this day a system of individual aircraft serial numbers similar to our BuA numbers, to the extent that they are even usually carried in the same position as on USN aircraft, none are known to have been assigned - or carried - by the Argentine Corsairs. Instead, they retained their USN BuA numbers, carried in the standard position (e.g., 2/3-A-201 was BuA 124705, 2/3-A-204 was BuA 124541, 2/3-A-211 was BuA 124576, etc.).

Although operated off the "Independencia" in less than squadron-sized strength together with S-2A Trackers and SNJ-5C's, the Corsairs enjoyed a relatively stable and proud existence with the ARA (Armada Republica de Argentina). One, however, collided with the tower on "Independencia" on landing 16 October 1959 and crashed over the side into the sea, while 3-A-214 crashed in the sea at San Clemente del Tuyu on a training flight 23 January 1963. 3-A-216 crashed near Comandante Espora Naval Air Base on 16 February 1964 and on 9 November 1965, 3-A-210 was written-off near Caleta Olivia, killing the pilot, Teniente Navio J. Pittaluga. These are the only known casualties in Argentine service.

At the end of the 1950's, when anti-submarine detection methods and equipment, even in the major powers, were still in their infancy, those available to Argentina were even less well developed. Thus, when, on the morning of 30 January 1960 a trio of vintage ARA destroyers on routine patrol off the barren shores of the Golfo Nuevo detected a sonar signal indicating a solid object some 15 fathoms beneath the surface, a 25 day series of events commenced which saw the Argentine Navy, and elements of the Argentine Air Force, fling themselves at an unidentified "submarine" which, as it turned out, may have never existed.

The fact that the annual Naval budget estimates were coming due for discussion - and that the Navy was anxious to justify not only past major acquisitions (e.g., "Independencia") but new ones as well - may or may not have played a part in the sudden appearance in Argentine territorial waters of what was billed as a "foreign submarine".

Operating from the naval base at Puerto Madryn on the northwest coast of the Golfo Nuevo, the Aviation Naval launched a series of missions which eventually involved Canadian-built PBV-5A Catalinas, ex-RAF P2V-5 Neptunes, R4D (C-47) transports, SNJ-5C's - a Martin PBM-3 Mariner! - a Beech SNB-1 (AT-11) - and eight of the Corsairs of II Escuadron de Ataque!

The Corsairs, arriving at Puerto Madryn after detachment from "Independencia," on 6 February (a full week after the initial sonar report!) - in company with several R4D's with equipment, spares and depth charges, stood by impatiently for two days while "search" for the "Phantom submarine" continued. Finally, on 9 February, a series of two attacks by Corsairs dropping depth charges (!) at 15-minute intervals were mounted near Punta Conscriptos. Unfortunately, the depth charges were estimated to be effective to a depth of only one-third of the submarines depth limit, as estimated. However, it was hoped that some damage might be inflicted.

By now, the Argentine press was in an uproar over the "ghost hunt," with accounts of spies speaking Spanish with a foreign accent, the body of a "frogman" washed up

Subsequent missions continued along the same lines - mainly ground attack directed towards Salvadorean Army targets - one such attack on Acajutla resulting in one of the F4U-4's, flown by CPT Walter Lopez, being forced to land in Guatemalan territory, where it was interned, due to carburetor trouble.

While operations against Salvador and targets at "the front" were being flown by the first-line Corsairs, "combat air patrols" over Tegucigalpa were being flown by junior FAH pilots in T-28's.

At 0603 hr on the 15th, one of these, flown by Sub-Teniente Roberto Mendoza, was surprised by a FAS Mustang, which quickly deposited three bombs on FAH facilities at Toncontin, in company with an FAS FG-1D which strafed several aircraft on the ground, putting several holes in a veteran FAH North American NA-16 which had been in use on and off with the FAH since 1938! An FAH F4U-5 was successfully vectored to intercept this pair and, while the Mustang evaded it and ran for home, the Honduran Corsair successfully closed on the FAS FG-1D - only to have its guns non-functional at the crucial moment!

Air-to-air action finally came on 17 July, when two FAS Mustangs were bounced by two FAH F4U-5's (FAH 609 & 605). One of the Mustangs was hastily shot down in this action. Later that same day, another Mustang and an FG-1D were allegedly destroyed, although another report (which jibes with the known kills of FAH 609) states that it was two Corsairs on this occasion. The FAH pilots attributed the victories to the 20 mm guns carried by the F4U-5's. OAS arbitration brought hostilities to an end before further aerial action could develop, thus closing this epic encounter.

FAH Corsairs, throughout their eventual 13 years service, displayed little change in markings. In fact, the basic deep blue scheme, with standard FAH national insignia, and service numbers in white (some slight variation in style was displayed in these) remained unchanged. The only noteworthy exception to this were FAH 609 - with three victory marks - and FAH 615 with checkered cowl band (significance unknown), illustrated here.

Honduras was the earliest - and last - operator of basic Corsairs in Latin America. It was, probably without fear of contradiction, able to squeeze the last ounces of glory out of these weary old warbirds, and use them, if not in the most glorious of wars, at least in their intended role.

And all of this supposedly over a Soccer game!

#### FUERZA AEREA SALVADORENA

The air arm of this smallest of the Central American republics, which is perpetually conscious of its size and vulnerability, has always been equipped and manned at a level comparable to its larger neighbors.

Hence, it is no surprise that, when Honduras and other Central American states began re-equipping with more modern first-line equipment in the mid-to-late 1950's, Salvador hastened to follow suit.

In fact, with the assistance of the US State Department, which was concerned that a proper balance be maintained in the region, the sale of 20 ex-USN FG-1D Corsairs through the offices of US Naval Operations, was approved and deliveries commenced - after refurbishing - in the second half of 1957.

The package deal, which also included five North American SNJ trainers, cost a mere \$225,000 - a bargain by today's standards.

Initially, the FAS Corsairs were finished in a handsome neutral gray scheme, with black service numbers and titles, and the normal national insignia positioning - including the distinctive rudder striping. A commonly illustrated example thus painted was FAS 201.

The FAS Corsairs, oddly enough, offer the modeler one of the richest varieties of modeling possibilities of any classic WWII vintage fighter type in Latin American service, with at least five distinctly different schemes used (we illustrate two here).

Serviceability of the FAS Corsairs, however, was not as high as with their Argentine and Honduran counterparts, with not more than six remaining operational by 1967.

Personnel shortages, spare parts problems and normal wear-and-tear accounted for much of the problem, leading to the decision to acquire augmentation in the form of Cavalier - and stock - F-51D Mustangs in the period immediately preceding the July 1969 "Soccer War."

It is beyond the scope of this article to debate the causes, justification or responsibility - on either part - for the conflict of July 1969 between Salvador and Honduras. Suffice to say that FAS Corsairs and Mustangs did see action against Honduras, suffering some losses, and with no confirmed aerial victories on the FAS side.

As noted in the preceding section dealing with FAH Corsairs, the FAS machines are known to have participated in attacks on at least four Honduran cities and various aerodromes, as well as close-support activities at "the front," during the course of the conflict.

Attrition amongst the Corsairs was very rapid, and few, if any, remained operational following the 1969 conflict. It is of interest to note that the FAS did use the relatively large number of non-airworthy but semi-intact Corsairs at Ilopango, its main field, as decoys during the war - one having been positioned at the end of the primary as though poised for "alert" duty.

FAS Corsairs were serialized FAS 201-220, and to date, at least three have returned to the US, in various states of repair. The Corsairs were, oddly enough, replaced by Mustangs which, in short order were replaced by the first FAS jet equipment, ex-Israeli Air Force Dassault Ouragans - but that's another story!

#### REFERENCES AND ACKNOWLEDGEMENTS

RAF FLYING REVIEW, Various issues (including June 1960); "EN EL CIELO ESCRIBIERON HISTORIA;" various Records Groups from the US National Archives; and the following individuals: Lee Bracken for his fine drawings and enthusiasm, Carlos F. Planas, Marcelo W. Miranda, Gary Kuhn, John Kerr, Nick Waters, Bob Hanes, Jorge Nunez and A.J.R. Risseuw. Also Jim Sullivan, John M. Davis, Hal Ahrens, and William T. Larkins.

#### FOOTNOTES

1. Noted Argentine Naval aviation historian Jorge F. Nunez feels that the total number of Corsairs supplied to Argentina was 26, consisting of 12 F4U-5's, four F4U-5N's and 10 F4U-5NL's. Of the first 10 received, six were F4U-5NL's and the balance were -5N's.

2. The Corsairs were initially assigned to the Escuadrilla Aeronaval de Combate, under command of the 2<sup>o</sup> Escuadra Aeronaval. Then, the squadron was redesignated as 2<sup>o</sup> Escuadrilla Aeronaval de Ataque (the 1<sup>o</sup> Escuadrilla had Grumman F9F's). By April 1963, the Squadron was moved to the Base Aeronaval Comandante Espora, and was put under the command of 3<sup>o</sup> Escuadra Aeronaval until early 1966 when the unit was disbanded (the 2<sup>o</sup> Escuadrilla Aeronaval de Ataque).

3. Other known BuA/Aeronaval code tie-ups include 3-A-202 (BuA 121881), 3-A-204 (BuA 124541), 3-A-209 (BuA 124559) and 3-A-213 (BuA 124707).

4. All of the -5NL's were painted in overall dark blue with black antiglare panels and the same configuration was adopted for the -5N's. All F4U-5's received the overall gray scheme; no other schemes were adopted. Units using the Corsair in Argentina (actually the same unit redesignated) are very likely to have been subdivided into two sections, referred to as Escuadrilla de Ataque and Escuadrilla de Caza Nocturna (the latter with all the F4U-5N/NL). One final operation which involved Argentine Corsairs was in November 1965 when Chilean Carabineros (a paramilitary force under command of the Chilean Army) "invaded" Argentine-claimed territory in the extreme southernmost areas of the country, setting off a series of incidents. In response to this threat, the Argentine armed forces moved men and equipment into the area. This included some F4U's, F9F's and HU-16's, which were flown into Rio Gallegos. The Navy aircraft flew patrols, fully armed, and on one of these flights, the commander of the 2<sup>o</sup> Escuadrilla Aeronaval de Ataque (Captain Jorge A. Pittaluga), flying 3-A-210, crashed at Catiadon Seco on 9 November 1965.



ashore in a remote sector and food caches hidden in strategic locations (one such turned out to be a number of 40-year-old boxes of sardines in an abandoned cannery!). Not the least of the reports was one describing the object as an "amphibious flying saucer," while another seriously suggested that the object was an East German submarine attempting to retrieve secret documents of the late Third Reich hidden in Patagonia!

Shortly after the Corsairs first attack, the Fuerza Aerea Argentina (the Argentine Air Force) entered the operation, fielding no less than several Avro Lincoln bombers, one of which promptly went u/s.

Four more attacks were launched using the Corsairs - on the 10th, 11th, 15th and another on the 29th - the last two using depth charges flown into Argentina on a USAF C-124 after Argentina appealed for help. The last attack, made in concert with a Catalina, was the finale of this curious anti-submarine action of the Corsair.

As a post-script, by the time the operation was concluded - with nothing more positive to show for the effort than a 20-ft oil-slick spotted by an FAA Lincoln - it is estimated that Argentina had expended some \$1.8M and, of the 22 Aviacion Naval aircraft involved, only 3 remained airworthy!

All Argentine Corsairs were formally grounded after a relatively brief nine-year span of service at an emotional ceremony on 16 December 1965 at Comandante Espora NAB. Two were offered for sale as scrap on 23 June 1966, one other went to the Escuela de Mecanica de la Armada for technical instruction, and one languishes in poor condition at the naval museum. Two seem to have seen another year or two service as hacks beyond the formal retirement date, but the remainder are presumed to have been scrapped.

We illustrate two examples of the Corsairs utilized by the Aviacion Naval, one each in the two schemes that were used, concurrently, on the Navy's Corsairs throughout their Argentine service. It is believed - but unconfirmed - that the first batch of 10 were all in the dark blue scheme, while the second group of 12 carried the light grey scheme. We hope to have confirmation of this by the next issue.

#### FUERZA AEREA HONDURENA

Until late 1979, your author, through considerable research and shifting of known data, was secure in his belief that the identities of the 20 FAH Corsairs were known, including the previous USN ID's. These included 15 F4U-4's, two F4U-5N's, one F4U-5NL, and two rare F4U-5P's.

Then, on 7 November 1979, the FAH sold eight of its surviving Corsairs to Cia. Interamericana de Honduras, SA, a brokerage agency, and from there, on to the US. These Corsairs (one of them was for spares only) have since returned to the US, much to the delight of Houston and San Antonio enthusiasts, who found occasion to inspect them minutely (inspiring this article). One thing became quickly apparent; the ferry registration used to bring the aircraft back did not match those used on delivery, casting some doubt on the findings of the above paragraph!

Most, if not all of the FAH Corsairs were acquired through the aegis of the legendary Bob Bean out of Litchfield Park, Arizona, the FAH having also acquired its trade-in aircraft - a number of Lockheed P-38's, Bell P-63's and one Lockheed 10 - via the same worthy.

The first three Corsairs, acquired for cash prior to the subsequent trade-ins of the P-38's & P-63's, were delivered in March 1956 (FAH 600-602) followed by seven more later that same month (FAH 603-609). Three more were acquired in February 1960 (FAH 610-612), one more the following month (FAH 613) and four more in December 1961 (FAH 614-617). The delivery dates of the final two are not confirmed, at least one source claiming they were not taken up (FAH 618 & 619).

Initial phasing-in of the new tail-draggers was not without difficulty, the FAH's fighter jocks having been weaned on tricycle-gear Lightnings and Kingcobras. Even so, serviceability of the type with the FAH was comparatively uneventful, the FAH enjoying one of the best maintenance and utilization reputation in Central

America.

Even so, by the time of the outbreak of hostilities between Honduras and El Salvador in 1969, serious problems with minor but essential equipment suddenly brought home the fading glory of these once magnificent fighters.

The exact number of Corsairs capable of operations when hostilities with El Salvador erupted in July 1969 is not certain, but FAH 605, 609, 612 and 614 definitely brought the war to the Salvadoreans in a series of actions not to be repeated again.

The first incident in this curious war involving aircraft took place on 3 July 1969, when two patrolling FAH T-28's forced down a Salvadorian Piper PA-28 Cherokee (YS-234P) which was suspected of conducting military observation in advance of a Salvadorian "invasion."

Little else added to the tension on the aviation scene until 12 July when, reporting the expected Salvadorian "attack," the FAH executed "Operacion Base Nueva," dispersing to their alternate operational bases at Aeropuerto de la Mesa in San Pedro Sula. From here, and the main base at Toncontin, Tegucigalpa, operations by "El Comando Norte" were coordinated throughout the course of the brief conflict.

By now, on total alert, the FAH and Honduras as a whole were shocked into the realities of aerial warfare when (at 1819 hr on 14 July), in the totally unlikely form of a sole, unescorted Fuerza Aerea Salvadoreana (FAS) C-47 droned into sight at some 8000 ft over Tegucigalpa and commenced, seemingly at leisure, to heave bombs through the open port cargo door! Dropping not more than three bombs, the Goonie executed a 180° and headed for home, by now having aroused the surprised Honduran antiaircraft elements.

Successfully diverted by this novel attack, effectively occupying the attention of the defenders, other Salvadorian aircraft shortly attacked Honduran targets in Juticalpa, Choluteca and other areas.

By 1825 hr, FAH Corsairs were in the air over Honduras, vectoring, without reported success, to counter the attacking Salvadoreans. However, the rapidly failing light forced the once-nocturnal F4U-5N's to seek their bases.

That evening, crews listened to Costa Rican radio broadcasts, obviously inspired by Salvador, which reported the night sky over Honduras lit by the flames of a burning Tegucigalpa - and the FAH all but destroyed.

Not to be outdone by a clever FAS, the Hondurans ordered one of its C-47's into the air at 0318 hr on the morning of 15 July to deposit 18 100 lb bombs on San Salvador's airfields. FAH 304 was given the mission, but equipment problems scrubbed it at the last minute and FAH 306 got the job.

Meanwhile, Mayor (Major) Oscar Colindres Corrales was selected as the "Lider" of the FAH Corsair resources which were to commence attacks from Honduras henceforth.

At 0422 hr, Mayor Corrales, leading his formation of three F4U-5N's and one F4U-4, keeping radio silence, took off and flew at 10,000 ft and 360 kph enroute to Salvadorean territory. The F4U-4 was armed with one 500 lb bomb, six rockets and its six .50 cal guns while the three F4U-5's each hefted a 500 lb bomb in addition to their standard quartet of 20 mm cannon.

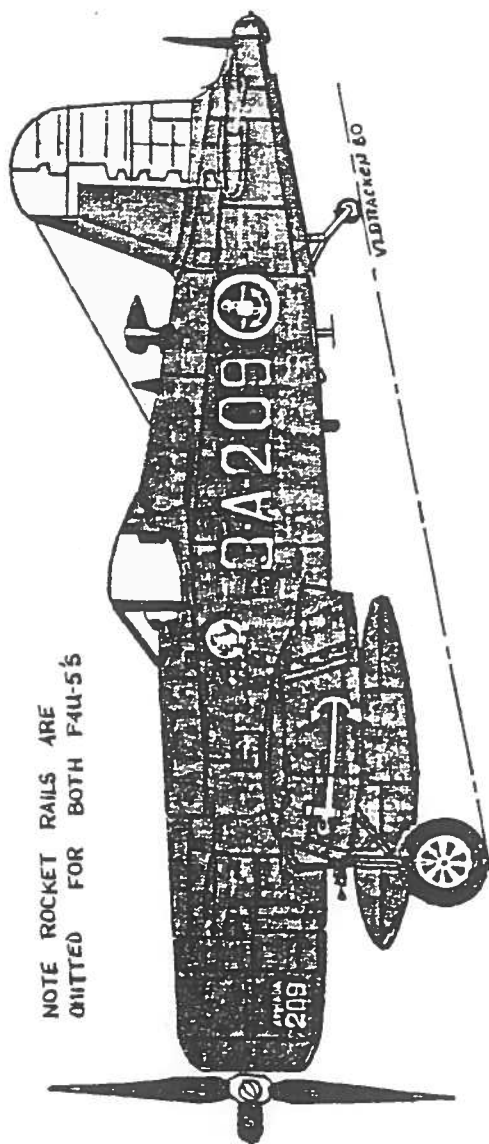
Once the Corsairs were safely airborne, the Comando Norte took off in the FAH's sole C-54, FAH 795, to monitor the progress of the strick mission - and to render command control to defending FAH "interceptor" elements ... a shoe-string, low-budget version of the USAF developed Air Command & Control system!

By now, the quartet of FAH Corsairs had reached Ilopango, the major FAS base at San Salvador, and launched their attack, without opposition in the air. The first few bombs failed to explode, while that of Mayor Corrales was seen to hit a military hanger. After this first sweep, noting very little FAS activity on the field, the group moved on to other known airfields where the FAS was suspected to have dispersed.

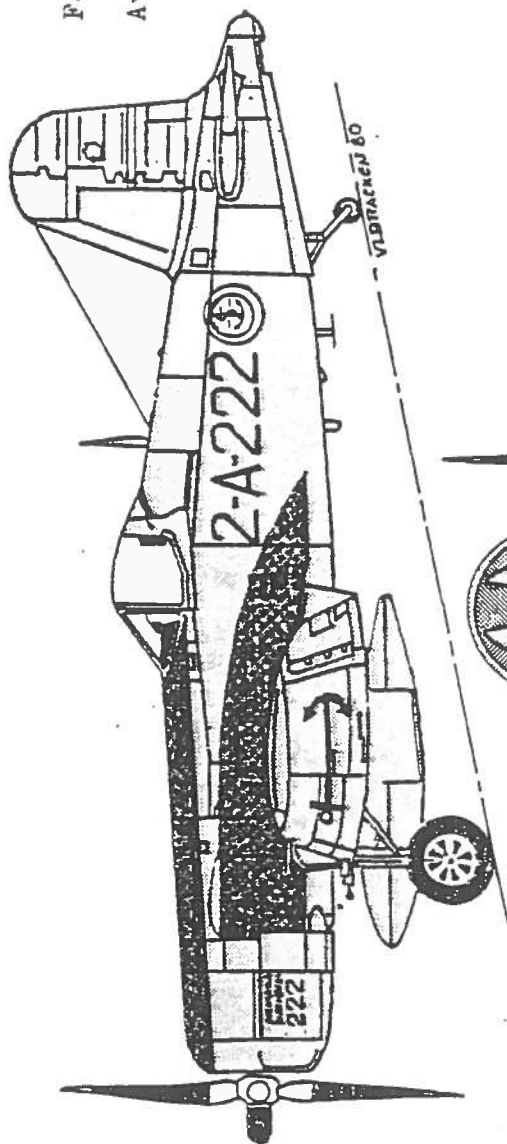
Failing to locate any FAS elements, the balance of the Corsair's ordnance was unloaded on fuel storage tanks at La Union, Cutuco, leaving them in flames. During its run, F4U-4 (believed FAH 605) sustained antiaircraft hits.



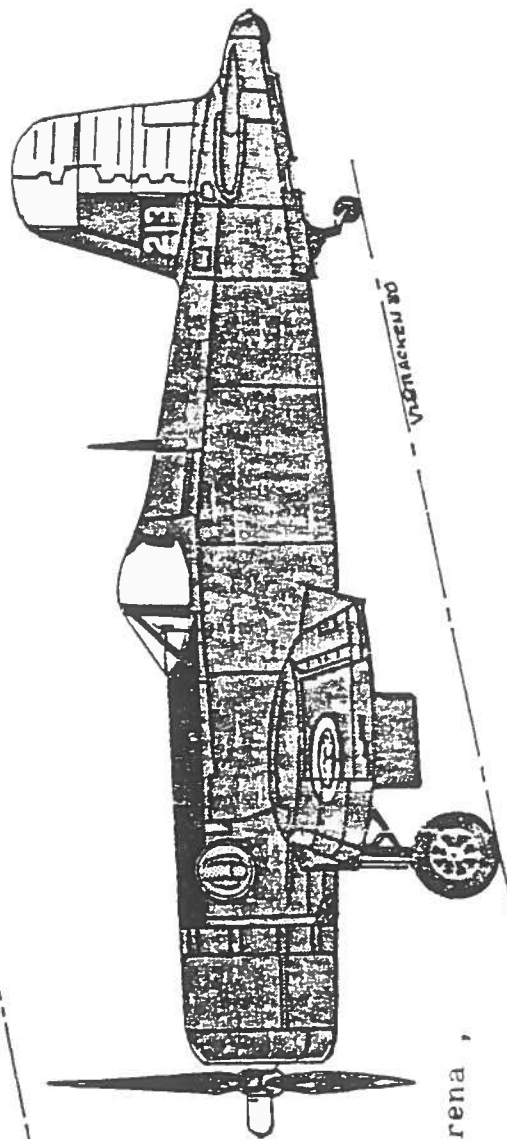
NOTE ROCKET RAILS ARE  
OMITTED FOR BOTH F4U-5's



F4U-5 of the II Escuadron de Ataque ,  
Aviacion Naval Argentina



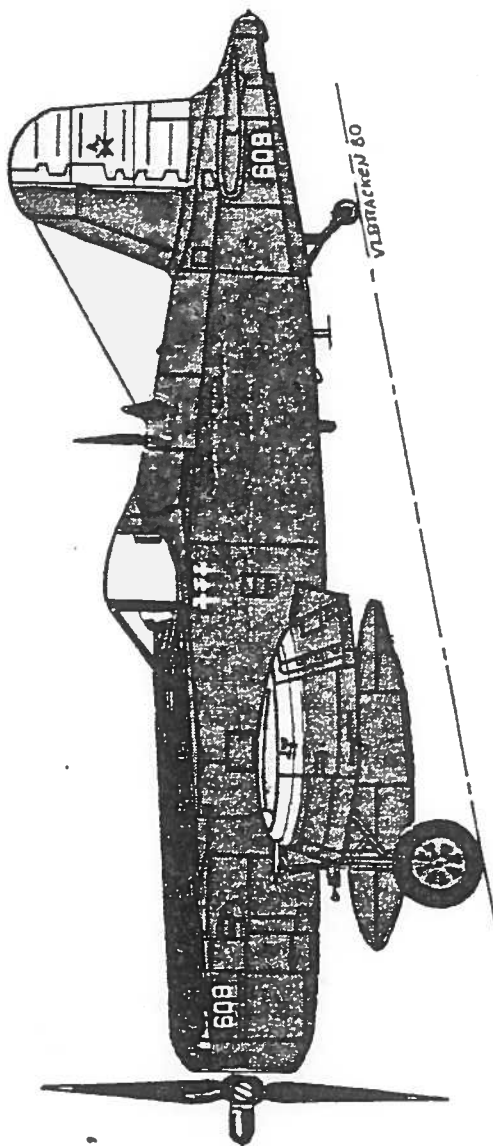
F4U-5 of the II Escuadron de Ataque ,  
Aviacion Naval Argentina.



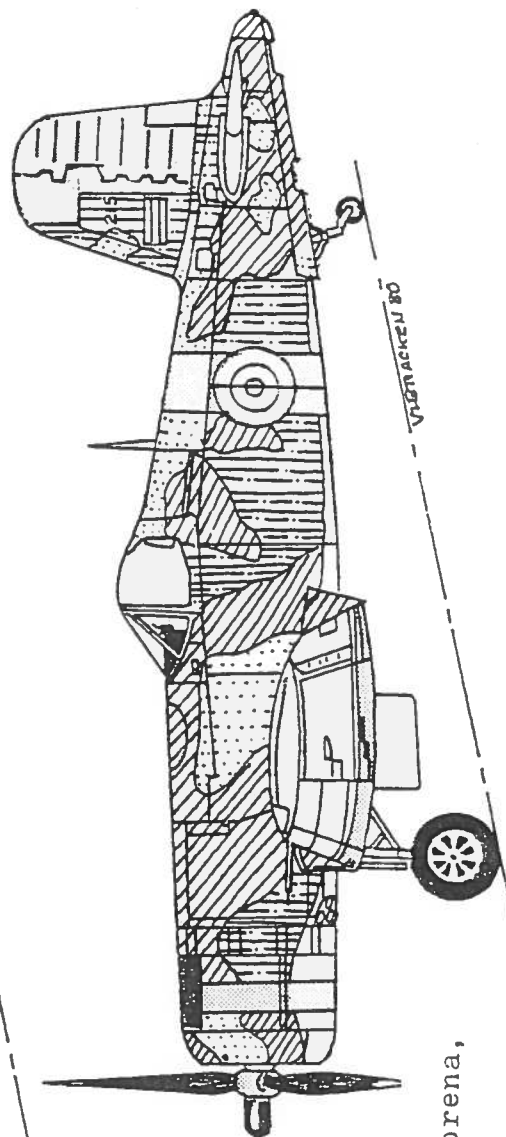
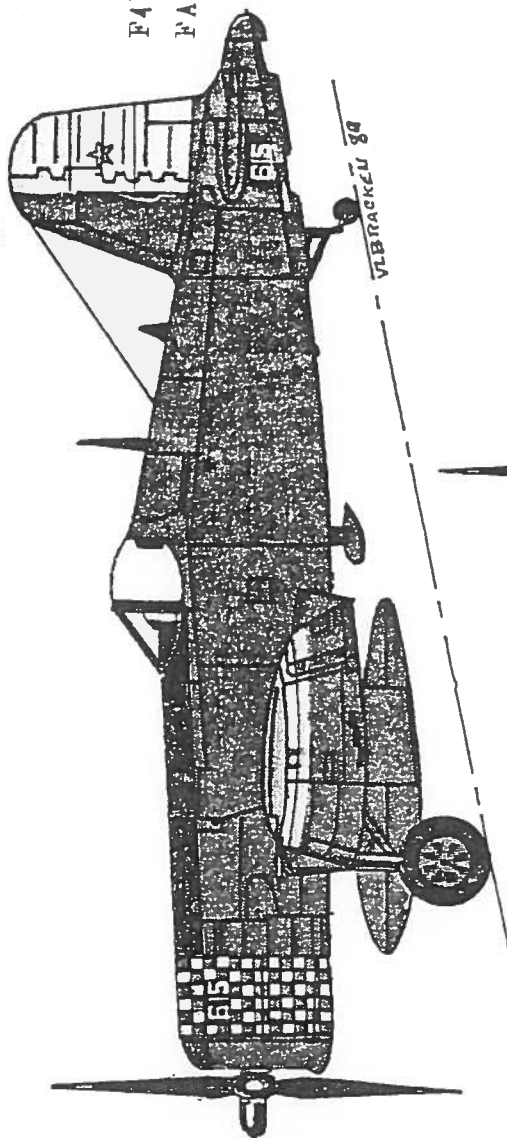
FG-10 of the Fuerza Aerea Salvadorena ,

FAS number 213 .

F4U-5N of the Fuerza Aerea Hondurena ,  
FAH number 609 , note three kills  
under the canopy .

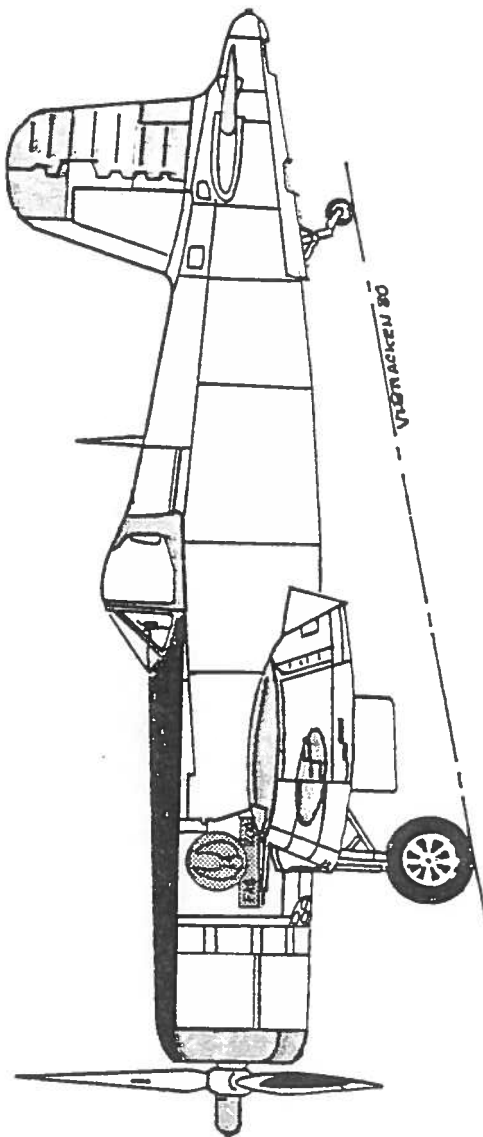


F4U-4 of the Fuerza Aerea Hondurena ,  
FAH number 615 .

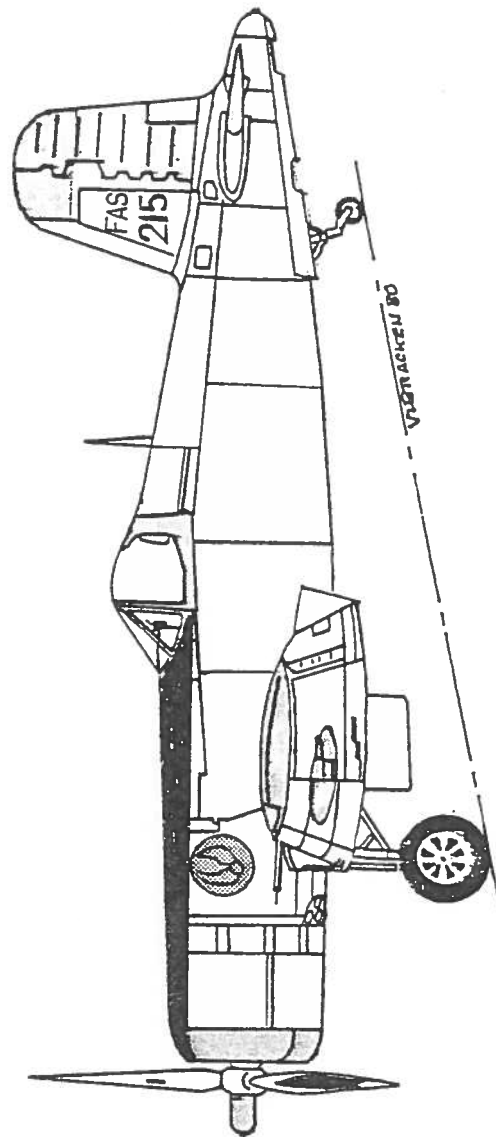


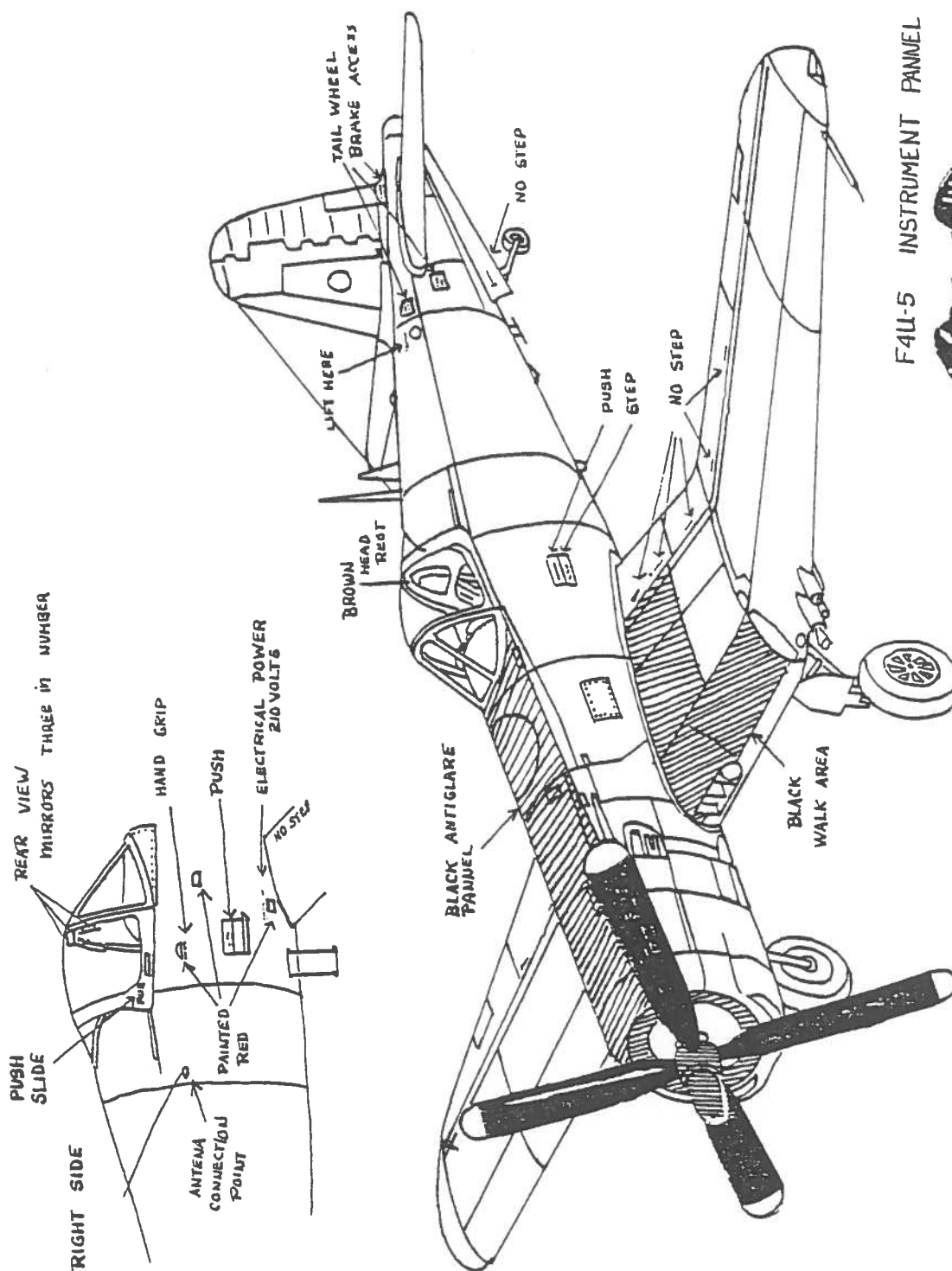
FG-1D of the Fuerza Aerea Salvadorena,  
FAS number 215.



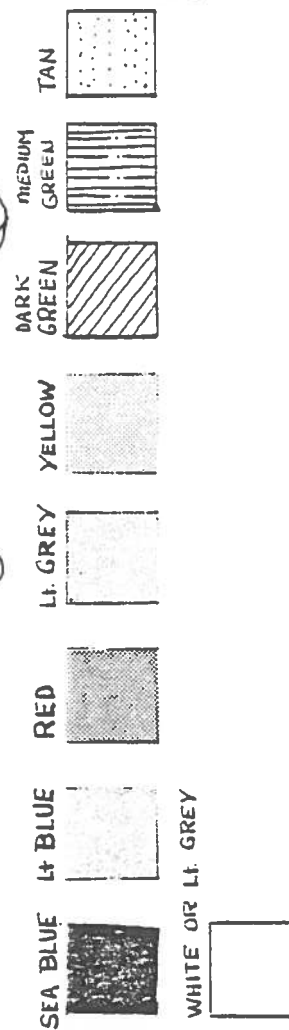


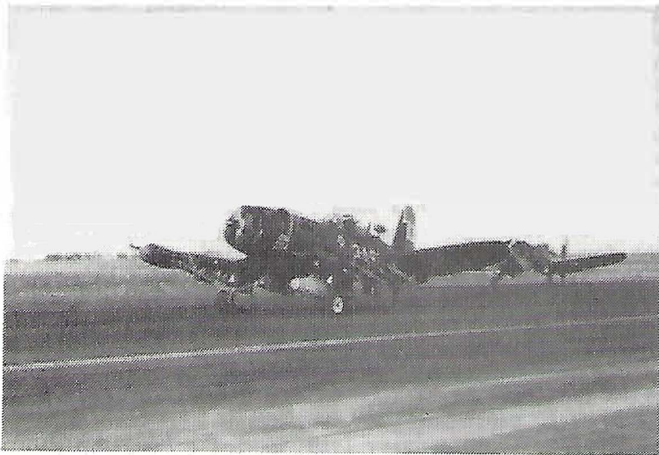
FG-1D's of the Fuerza Aerea Salvadorena. Aircraft white overall, with light blue (same shade as national insignia) leading edge of cowl, wing tips, cockpit frame and tips of horizontal tail surfaces. Service emblem on forward fuselage in deep yellow with black letters and numerals.





F4U-5 INSTRUMENT PANNEL





Aviacion Naval Argentina F4U-5NL 3-A-204.  
(C. Planas via Hagedorn Collection)



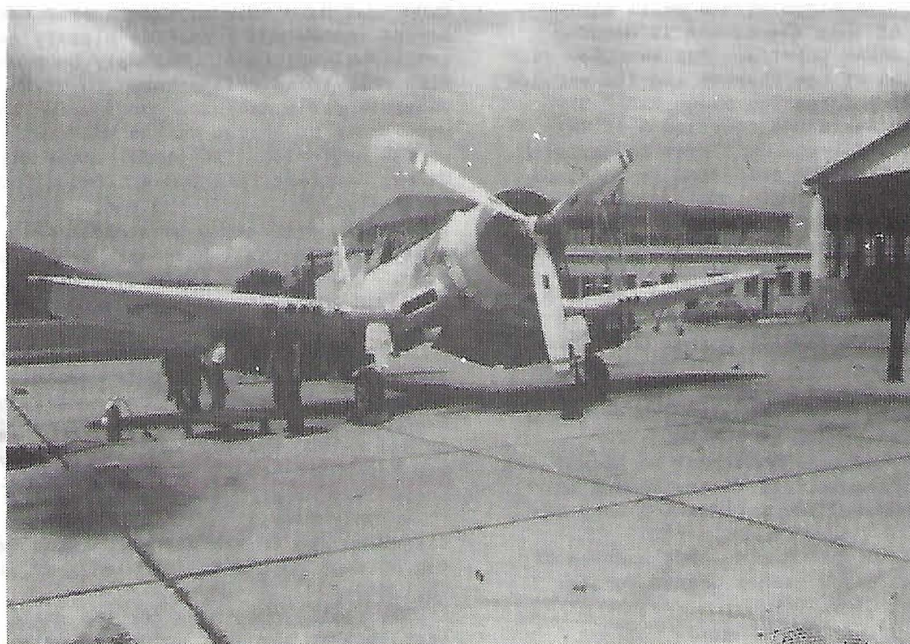
Aviacion Naval Argentina F4U-5NL 3-A-208.  
(M. Miranda via Hagedorn Collection)



Fuerza Aerea Hondurena F4U-5N FAH 601.  
(Hagedorn Collection)



Fuerza Aerea Salvadorena FG-1D FAS 204.  
(H. Ahrens via Hagedorn Collection)



Fuerza Aerea Salvadorena FG-1D FAS 204,  
Ilopango AFB, El Salvador, Oct. '66.  
(Hagedorn Collection)



5. An analysis of the FAH Corsair acquisition sequence and on-hand strength figures gives a vivid testament to the serviceability of the type in Honduran hands. The 10 acquired by June 1956 were flight delivered from Litchfield Park and Davis Monthan AFB, but by 1 June 1958, one of them had been lost. A deal involving the trade-in of four P-38's and two P-63's (with Bob Nean) for nine more F4U-5's, giving the FAH a total of 19 was finalized about 31 August 1959 (this does not count the one which had been lost prior to 1 June 1958). As of June 1963, the FAH still had nine F4U-4's and nine F4U-5's, but only 11 qualified crews! Between 1963 and 1966, however, attrition started to take its toll, and only 12 of all types were still airworthy by December 1966. Six others were in various stages of cannibalization (including one with the words "Sling Shot" painted on the port side of its nose cowl). Not less than 12 survived until December 1967 and 11 by July 1969 (five F4U-4's and six F4U-5's).

6. Actually, only 19 were delivered, as one was severely

ly damaged at El Paso, Texas, on delivery (FAS 201, which is often illustrated). The FAS did not have as much luck with their FG-1D's as the FAH with its sister F4U's. In 1958, the Chief of the FAS, at the encouragement of the USAF Mission, agreed to place all but 10 of its Corsairs in long-term storage. But by 31 August 1959, out of the 17 still on hand, only five had been stored. The FAS Chief, for reasons known only to him, refused to store any more. FAS, about this same time, strangely, completed the purchase of four disassembled Corsairs which were bought for spares! (Thus the FAS actually obtained 24 Corsairs.) These were delivered in October 1959. FAS accumulated a total of 386 hours on its FG-1D's during 1958. By 4 August 1961, FAS could only put nine Corsairs in the air, while only five remained airworthy by December 1966. By December 1968, the FAS had four operational Corsairs (and three F-51's). They had received five Mustangs by 30 September 1968, but another Corsair was made airworthy by 15 January 1969, making a total of 5.

Daniel Hagedorn (SAFCH #394)

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MILITARY WINGS by Brendon Deere. Soft cover. 120 pages (17 by 24 cm) including 171 photos. Published by MS Marketing, PO Box 271 Marton, New Zealand 1979.

This is a photo book, but a photo book with a difference. Rather than try to cover all aircraft operated by the New Zealand military services or, conversely, try to fill a book with photos of one type of aircraft in service, the author elected to cover nine aircraft types. In this reviewer's opinion, the resulting 17 or so photos per aircraft represents the optimum necessary for the general coverage of an air force the size of New Zealand's.

Aircraft covered are the Camberers, Corsair, Dakota, Kittyhawk, Mosquito, Mustang, Skyhawk, Sunderland, and Vampire. The photos, all of aircraft in the markings of the RNZAF, are large (most half page and a few full page) and well reproduced on good paper. The selection of photos is excellent and only a few are known to this reviewer from previous publication. For example, the Skyhawk chapter includes 18 photos, only one of which appears elsewhere in the SAFCH files. About the same can be said for the Corsair and Kittyhawk.

Each aircraft is introduced by two pages of text. It is here that the book will disappoint the small air forces enthusiast; most of this discussion is devoted to the aircraft outside RNZAF service. For example, we learn all about the design of the Skyhawk and its service in Vietnam, but the total information about RNZAF Skyhawks is as follows: "New Zealand's fourteen A-4K Skyhawks came as replacements for the Camberers in early 1970. The consignment, which was delivered to Auckland on the United States carrier Okinawa, consisted of ten single seat and four two seat aircraft. The choice of the Skyhawk as the Camberer replacement was the outcome of a short list of operational aircraft including the larger and more costly Phantom and the widely used F-5 Freedom Fighter. Although the Phantom is believed to have been the first choice of the Air Force, Government spending policy dictated that the A-4K Skyhawk would be the RNZAF's main attack aircraft into the 1980s. The thirteen remaining Skyhawks (one lost near Okaea in 1974) now serve 75 squadron based at Okaea."

Despite the textural weakness, this book is highly recommended and I am looking forward to the second in this series which is scheduled for publication near the end of 1980.

This book costs £3.65 in the UK and SAFCH members may obtain it post free from fellow member Graham Turner, 7 Eldorado Rd., Cheltenham, Glos. UK.

Review copy courtesy of Graham Turner.

UNITED STATES MILITARY AVIATION: THE AIR FORCE by Robert J. Archer. 304 pages (21 by 15 cm) including 100 b&w, 17 color photos, and 115 drawings of insignia. Published by Midland Counties Publications, 24 The Hollow, Earl

Shilton, Leicester LE9 7NA England. 1980. £6.95 soft cover or £9.95 hard cover.

With such titles as "Belgium Military Aviation 1945-1977", "Dutch Military Aviation 1945-1978", and "Spanish & Portuguese Military Aviation", Midland Counties' series MILITARY AIR ARMS has been a boon to the small air forces enthusiast. For their latest release they leave the field of the small air forces to document one of the largest air arms - the USAF.

In spite of the size of the subject, the format and completeness characteristic of the earlier volumes in this series has been retained. The first section (23 pages) is an historical introduction covering the USAF and its predecessors from WWI up to the present. Part Two (39 pages) delineates the current organization of the USAF with charts and unit insignia supplementing the text. Units covered are SAC, TAC, ADCOM, Alaskan Air Command, USAFE, Pacific Air Forces, MAC, Air Training Command, AFRES, ANG, AFSC, ALC, and AFCS.

The heart of the book (200 pages) is the third section: a compilation of every type of aircraft currently serving with the USAF. Under each type, all aircraft of that type that have ever carried a USAF serial are listed by serial number and a service history is given for each individual aircraft. The only compromise to space is to list only those T-33's known to be in current use; an understandable decision considering that over 5000 T-33's were taken on charge by the USAF.

The appendices (36 pages) cover Air Forces Airbases & Units, Aircraft Tail Codes, Insignia Colours, and NASA Aircraft.

This book contains outstanding b&w photos and the best color photos I have seen in any aviation publication. Color photos include: F-4G, F-15A, F-101B, SR-71A, T-38A, U-2D, A-7D, HH-53B, A-10A, NC-123M, B-57C, KC-135A, C-130E, F-16A, C-5A.

This volume is not devoid of interest for the small air force enthusiast. It is possible to find information on USAF aircraft transferred to foreign air forces. For example, C-123B's 57-6185 to 6202 went to the Venezuelan AF and F-100D 54-2132 went to the R. Danish AF and was w/o Maringerfjord 14.11.62. However, the history of these foreign aircraft are far from complete.

My only complaint, is that the book would be much easier to use if the aircraft types were listed at the top of each page and if an index of aircraft types was included.

The really good news for the small air force enthusiast is that the next volume in this series will be "Latin American Military Aviation" which is scheduled for publication early in 1981. This volume covers over 20 countries and will continue to include color photos.

Review copy courtesy of Midland Counties Publications.

## DE HAVILLAND CANADA AIRCRAFT IN THE ARGENTINE ARMED FORCES

The tough, dependable utility aircraft from the Downsview, Ontario plant of de Havilland of Canada have proven to be very popular with the Argentine armed forces. Since these aircraft were designed to operate in the demanding conditions of the Canadian "bush", it is not surprising to find them to be at home in the back country of Argentina. They have also shown themselves to be as useful in the Antarctic as they are in the Arctic.

Three different types of De Havilland of Canada aircraft have been used by one or more of the Argentine armed services: The DHC-2 Beaver by the air force and navy, the DHC-3 Otter by the air force; and the DHC-6 Twin Otter by the air force, navy, and army.

### BEAVER

Argentine Air Force. In 1960, the Argentine government, faced with the task of exploring and protecting the more than two-million square kilometers of its Antarctic Territories, formed the Grupo Aereo Antartico operating under the control of the Air Force. Initial equipment consisted of C-47, DC-4, and an Avro Lincoln. (The Lincoln, originally B-022, was given civil registration LV-ZEJ and named "Southern Cross".) To augment these aircraft, six Beavers were purchased from Canada:

c/n	regs.
1433	P-01
1438	P-02
1480	P-03
1494	P-04
1506	P-05
1568	P-06

P-01 and P-02 ("P" stands for "polar") were delivered in 1961 and the others in 1962.

These aircraft were painted red to make them conspicuous if they were forced down in snow or ice. The registration and the inscription "Aeronautica Argentina - Grupo Aereo Antartico" were painted in white on the fuselage.

Because their radios had insufficient range to allow safe flight from the Argentine mainland to the Antarctic, the Beavers were disassembled and shipped to the Antarctic on icebreakers where they were reassembled and made ready for operations.

Needless to say, the Beaver's service in the Antarctic was eventful: On 12 November 1963 during "Operation Penguin", P-05 and P-06 operated from an iceberg. When the personnel at Air Force Base "Teniente Benjamin Matienzo" were trapped by a severe storm that destroyed all their land vehicles, P-03 successfully rescued all thirteen men from their isolated base. In 1965, radio contact was lost with an Argentine Polar Expedition led by Colonel Leal. P-03 was sent out to provide additional radio and navigational assistance. Fortunately, all went well and the expedition reached the Geographic South Pole on 13 November 1965. For this operation, the inscription on P-03 was changed to read "Expedicion Polar Argentina". P-03 was the first aircraft to perform night flights in the Argentine Antarctic.

The hard Antarctic conditions took their toll: Strong winds destroyed P-01 and P-05. The surviving aircraft were retired circa 1975 and P-05 is presently on display at the National Aeronautics Museum in Buenos Aires.

Argentine Naval Aviation. Two Beavers were acquired by the Navy. One (c/n 129) was initially registered IAA-101 (Instituto Antartico Argentino, a civilian institution) and carried the tail number 0502. Later this aircraft was reregistered 3-G-6 while the tail number remained unchanged. The second aircraft (c/n 1432) was registered 4-G-1. Both aircraft were painted red with white registrations and the inscription

"Armada Nacional". Insignia consisted of white anchors painted on the upper and lower surfaces of the wings.

These two aircraft were retired circa 1974.

### OTTER

Argentine Air Force. The least successful de Havilland of Canada aircraft operated by the Argentine armed services was the Otter. The DHC Otter was used exclusively by the air force. Two aircraft were delivered in 1965.

c/n	regs.
447	P-11
448	P-12

These aircraft were assigned to the Grupo Aereo Antartico of the Fuerza Aerea de Tareas Antarticas. They were painted red with black registrations on the fuselage and on the upper and lower surfaces of the wings.

P-11 was donated to the Paraguayan Air Force about 1970. (The future history of this aircraft is unknown and the author would appreciate any information about its service in Paraguay.) The remaining Otter was retired circa 1973.

### TWIN OTTER

Argentine Air Force. The air force acquired seven DHC-6 series 200 Twin Otters in 1968.

c/n	regs.
165	T-81
167	T-82
170	T-83
172	T-84
173	T-85
225	T-86
230	T-86

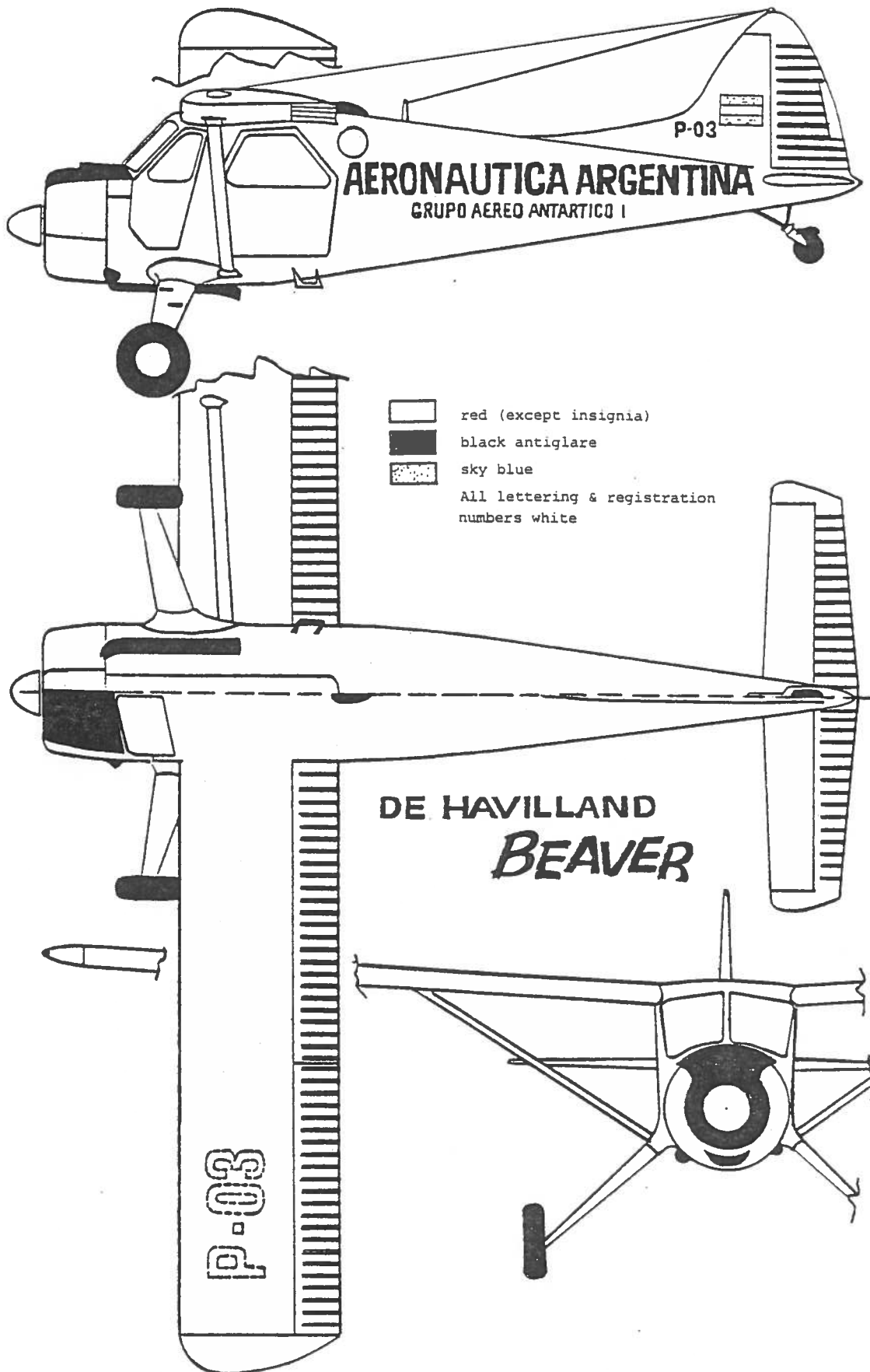
These Twin Otters ("T" stands for "transport") were initially assigned to LADE (Lineas Aereas del Estado-State Air Lines), the state-owned airline whose task is to operate unprofitable domestic air routes until they become economically profitable, at which time the routes are turned over to civil operators. (Other aircraft with LADE include Fokker F-27 Friendships and F-28 Fellowships, some DC-6 and DC-4, and a number of ex-Aerolineas Argentina Caravelles.) In LADE service the Twin Otters had their upper fuselage and upper surfaces of the wings and tail painted white while the remainder of the aircraft was left in bare metal. On 7 July 1977, T-84 crashed at El Bolson in Rio Negro Province; six people were killed including the Governor of Santra Cruz Province and his wife.

The Twin Otter later served in the Antarctic where they were painted red with black registrations and inscriptions "Fuerza Aerea Argentina" on the fuselage as well as the blue-white-blue national insignia in the usual six positions. One of the Argentine Air Force's DHC-6 (registration unknown) was the first aircraft to land at the Chilean Antarctic Base O'Higgins.

Argentine Naval Aviation. One Twin Otter, c/n 171 and registration 1-G-101, was acquired by the Argentine Navy in 1969. Originally assigned to Fuerza Aeronaval No. 2, it was painted white except for the tail and wing tips which were red. Later this aircraft was transferred to Puerto Belgrano for use by the Navy Parachute Command. Here the upper surfaces were stripped to the bare metal.

Later c/n 171 was assigned to the Argentine Antarctic where it was reregistered 1-F-1 ("F" for "photographic") and painted overall red with tail number 0640 and registration in white. Finally, the Navy transferred c/n 171 to the state-owned oil firm (Yacimientos Petroliferos Fiscales) where it was given civil reg-



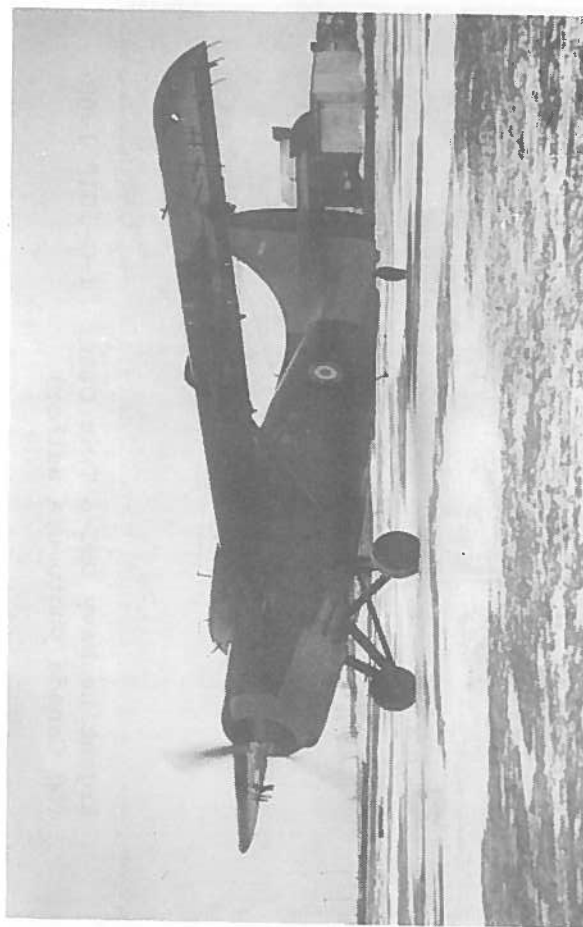




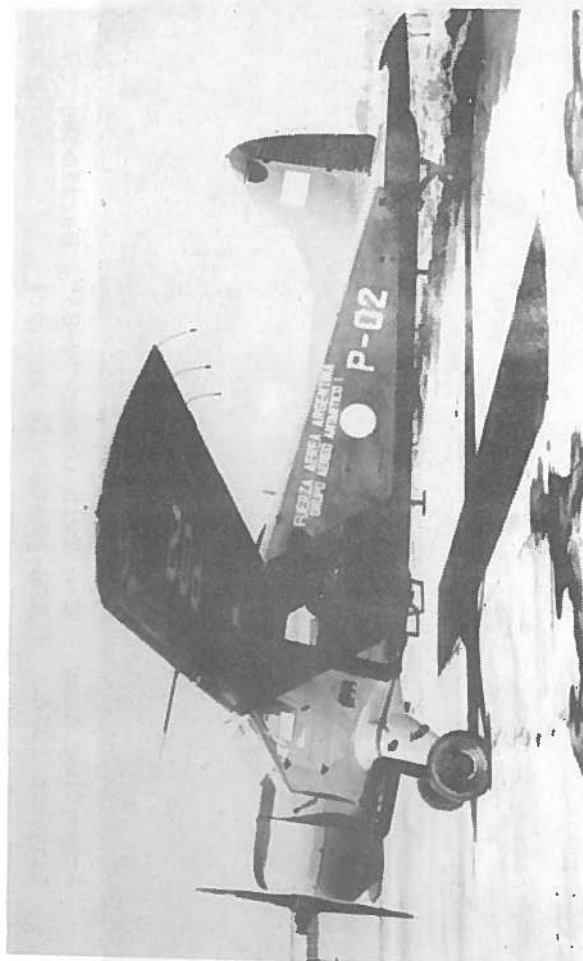
Argentine Air Force DHC-2 Beaver at Downsview, Ontario before delivery. (DH Canada photo)



Argentine Air Force DHC-2 Beaver "P-03".  
(Argentine Air Force photo via author)



Argentine Air Force DHC-3 Otter "P-11" at Downsview, Ontario, before delivery. (DH Canada photo)



Argentine Air Force DHC-2 Beaver "P-02".  
(Argentine Air Force photo via author)



Argentine Navy DHC-6 Twin Otter "1-G-101" 1969.  
(DH Canada photo via author)

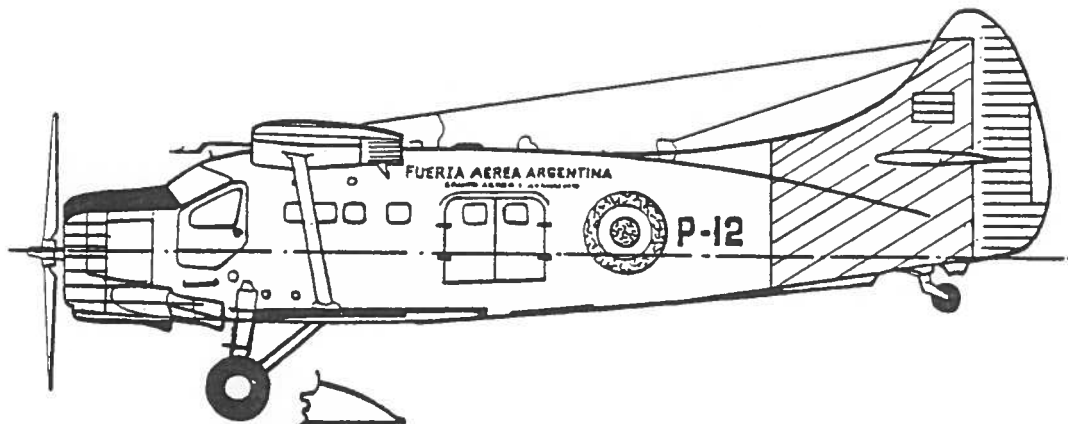


Argentine Army DHC-6 Twin Otter "T-83", Bariloche  
Airport 1976. (LADE photo via author)







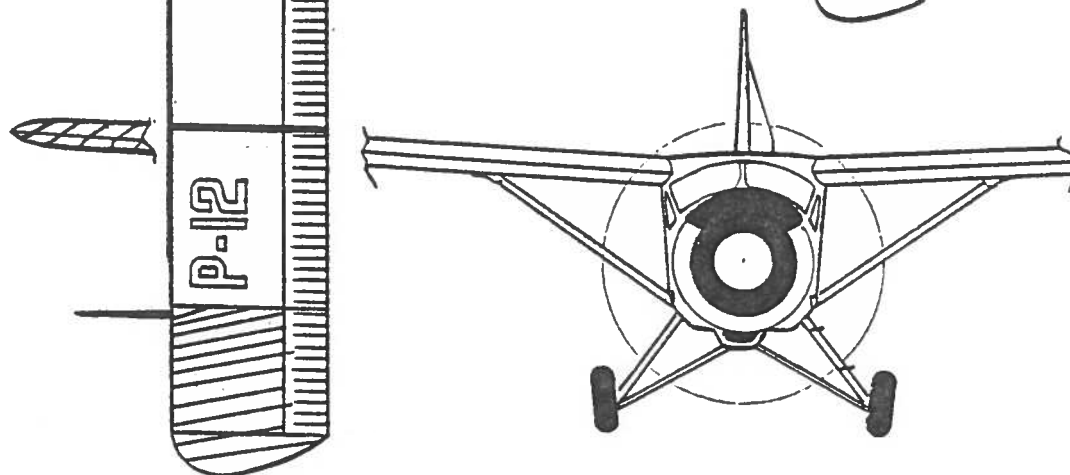
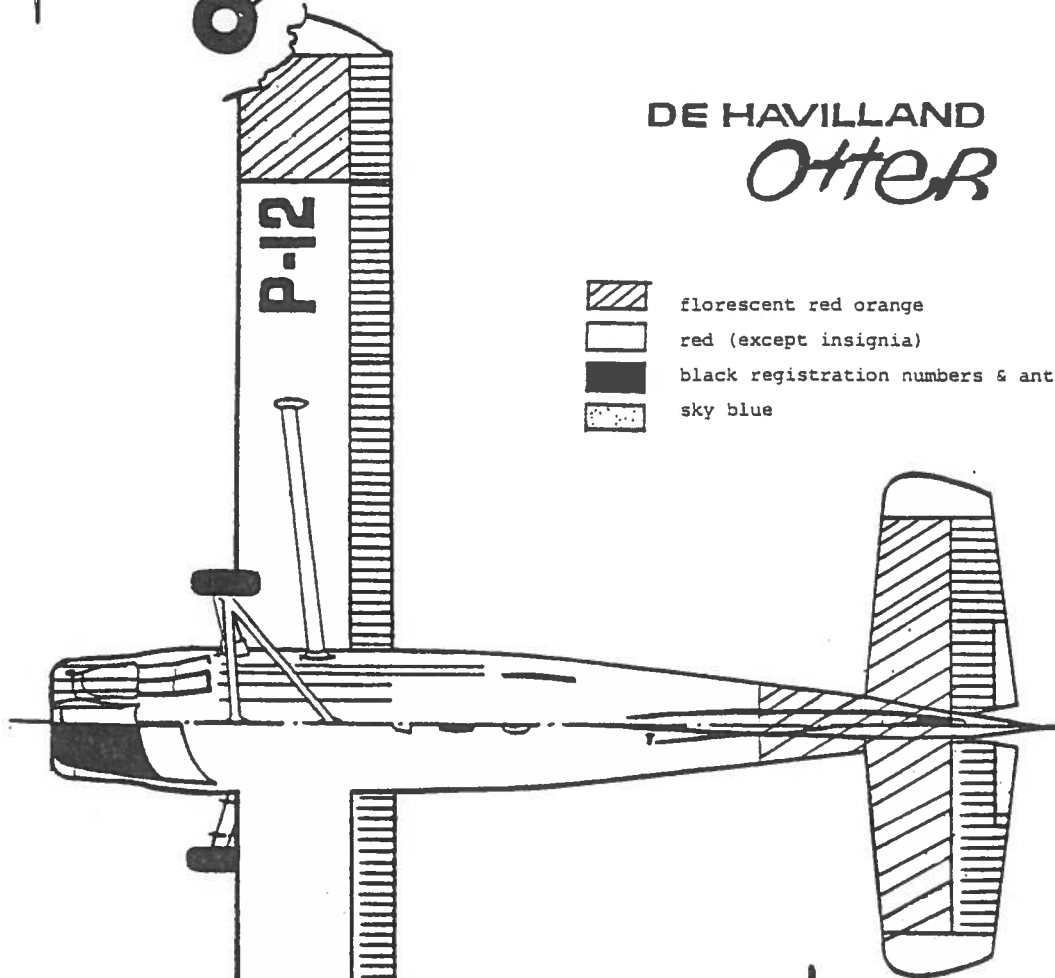
Costa Rican Bell 206 "TI-SPP" and DHC-6 Otter "TI-SPE".  
For details on colors see article on page 35.  
(G. Kuhn photo)





DE HAVILLAND  
*Otter*

-  florescent red orange
-  red (except insignia)
-  black registration numbers & antiglare panel
-  sky blue



istration LV-LNY. At the present time it is still in use in southern Argentina.

Argentine Army Aviation. The Aviacion de Ejercito acquired three Twin Otters

c/n	regs.
136	AE-100 (later AE-106)
138	AE-258
140	AE-259

("AE" stands for "aviacion de ejercito".) One, fitted out for executive service, was assigned to the Commander in Chief of the Argentine Army. The other two were destined to serve as transports and eventually as ambulances. Occasionally they were employed for observation duties in war exercises and during the

conflict with Chile in 1978.

One, registration unknown, crashed in the Valles Calchaquies during counter-guerrilla operations in the Province of Tucuman. All occupants, including a General of the Army, were killed. The remaining aircraft are now serving with the Batallon de Aviacion de Ejercito 601 at Campo de Mayo in Buenos Aires.

In army service, the Twin Otters had white upper fuselage and tail, while the lower fuselage and both surfaces of the wings were "army brown". The blue-white-blue national insignia was in the usual six positions along with a small national flag on the tail. The registration appeared on the tail in yellow. On the fuselage, also in yellow, was the inscription "Ejercito".

Felix Beltran C. Pazo (SAFCH #436)

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#### AUSTRALIA

APMA (Box 51 PO, Strathfield, NSW 2135)  
Jun 80 (20 pages) "Dornier TNT" scratch-building article with 1/72-scale drawings. Drawing of RAAF Kittyhawk "Tojo's Jink".

#### AUSTRIA

OFH NACHRICHTEN (Kannegasse 1/15, A-1150 Wien)  
3/80 (32 pages) "Schulgleiter SG 38" 7 pages including 4 pages of 1/72-scale drawings of primary glider. "Transportflugzeug Beaver L20" 7 pages including 5 pages of drawings of Beaver in Austrian service. "Lohner-Rodelgleitflieger" 3 pages including drawing of 1910 glider. "DC-9-81 fur Austrian Airlines" 4 pages including 2 pages of drawings. Drawings: Zlin C-104 OE-ACL. Photos: Austrian Air lines Cessna 441 OE-FCC & Cessna 310 OE-FCH; and Cessna L19 OE-CCF.

#### BELGIUM

KIT (rue des Pensis, B-1040 Bruxelles)  
Nothing received since Spring 1980.

#### CANADA

RT (Box 626, Stn B, Ottawa, Ontario, K1P 5P7)  
2 80 (24 pages) "Experimental Camouflage for CF-166" 4-view drawings of 2 a/c. "The Sikorsky S51/H5 in Canada" 8 pages including 14 photos, 2 pages of drawings (one from L+K), and cockpit sketches. Drawings: 2 425 Sqn. CF-100's, 442 Sqn. CH-113A.  
3 80 (24 pages) "Canadian CL-30" 15 pages including 23 photos, 14 side-view drawings, two 3-view drawings (one Bolivian AF), and detail drawings (including APU).

HIGH FLIGHT (Box 393, Stittsville, Ontario K0A 3G0)  
#1 (40 Pages) "Wapiti" 16 pages including 29 photos, 8 side-view drawings, 1 3-view drawing, individual a/c histories. "Buffalos in the Desert" 4 pages including 6 photos of CAF Buffalo and a Malaysian Skyvan in UN markings. "Vancouver Weekend Warriors" 10 pages including 24 photos of Moth, Avro 621, Fleet Finch, Atlas, Lysander, Goose, Shark, Atinson.

#2 (40 pages) "Barker, VC" 12 pages including 13 photos. "Fleet's Indefensible Fort" 12 pages including 33 photos, 1 side-view drawings, 1 3-view drawing, and individual a/c histories. "NORADS Electronic Monitors" 5 pages including 13 photos of CF-100 and t-33. "The First Thunderbirds" 9 pages including 26 photos of RCAF Kittyhawks.

#### ENGLAND

IPMS MAGAZINE (2 Normanhurst Rd., Borough Green, Nr. Sevenoaks, Kent TN15 8HT)  
Jul/Aug 80 (20 pages) Nothing of small air force interest.

MILITARY AVIATION REVIEW (16 Sleaford Rd., Cranwell, Sleaford, Lincolnshire, NG34 8BY)

Jul/Aug 80 (24 pages) Photos: Belgian F-16A FA-12, RDAF Draken AR-111, CAF F-5A 116723 & CC-132 132002, German F-104G 21+26 & RF-4E 35+84, RNorAF RF-5A 106 &

P-3B 601, RNethAF NF-5A K-3078, Alouette III A-406, & Lynx 264/K, ROKAF F-5F 80785.

Sep 80 (24 pages) Photos: Turkish C-130E 13188, Greek F-104G 32715 & TF-104G 22278, RNethAF C-47 X-3.

#### FINLAND

IPMS-MALLARI (PL 798, 00101 Helsinki 10)  
Nothing received since 33-34.

#### ITALY

JP 4 (CP 1550, 50100 Firenze)  
Jul/Aug 80 (88 pages) Color photos: F-27 Maritime Spain & Peru, Swedish JA-37. Photos: Jordan Alouette III, Libya CH-47G LC-020, Kenya Navajo Chieftan 302, Cuban An-2 CU-T1113. "Primo Giro Aereo d'Italia" 6 pages including 9 photos. "Operazione Bangkok '80" 5 pages including 8 photos of IAF G.222.

#### SOUTH AFRICA

AFRICAN AIR REVIEW (PO Box 1413, Alberton 1450) The ASA NEWSLETTER has a new name and a new look - only the page size remains the same.

Mar/Apr 80 (40 pages) Photos: Botswana DF Defender OA4/22, SAAF Mirage FLAZ & IID22, Impala 1001. "History of the SAAF (2)". "African Air Forces - Rhodesia (1)". "African Air Force Insignia #23 Sudan".

May/Jun 80 (40 pages) Photos: Lesotho Twin Otter 7P-AAE & 7P-LAB, and Islander 7P-LAE; Mauritanian AF Skyvan 5T-MAN; Katanga AF Dove KA-T22, SAAF Shackleton 1716. "History of the SAAF (3)". "African Air Forces - Rhodesia (2)". SAFCH member Andy Heape tells of his experiences in Lesotho: "About 400 m away, towards the main road running past the airport, is the hanger of the Lesotho Mobile Police Unit. In this hanger reside two Short Skyvans, a Cessna 152 Aerobat, and a MBB Bo105 helicopter. The writer approached this hanger somewhat uncertain as to what reception he would get. His worst fears were realized, as he was immediately accosted by two local armed guards, received a machine gun muzzle in his ribs, and told 'It is forbidden to look at these aircraft!' Faced with this attitude, it was clear that to produce a camera would be asking for trouble with a capital T and so he beat a hasty retreat to the safety of the civil part of the airport."

Jul/Aug 80 (24 pages - smaller type so just as much information) Photos: Botswana DF Skyvan OC2/Z1, Swazi DF Arava 3D-DAC. "Africa: Air Forces - Rhodesia (3)"

#### SWITZERLAND

VIRUS PLASTICUS (Delfterstrasse 29, 5004 Aarau)  
3 80 (30 pages) Six photos of German Fiat G.91R. "Swiss F05F Tiger" 4-view drawing of Swiss color scheme.

#### USA

DIRTY PLASTIC (509 W. El Camino Dr., Phoenix, AZ 85021)

Fall 80 (20 pages) Stearmans - RCAF, Venezuela, Brazil, Peru, China, Philippines (floats). Avia B-71 (SB-2) Turkish & 2 Bulgarian A/c.



# THE ESCUADRILLA AERONAVAL DE HELICOPTEROS OF THE AVIACION NAVAL ARGENTINA

## HISTORY

The Aviacion Naval Argentina became the first naval air arm in South America to operate helicopters when, on 23 May 1949, a Bell 47D made its first flight carrying Argentine naval markings. By the end of 1949, a total of six Bell 47D's were operating from Base Aeronaval Punta Indio (BAPI) as a group without squadron status. The commander of this group was Lt. Hermes Quijada. The first Argentine naval officer to become qualified to fly helicopters, Lt. Quijada received his flight training in the USA and he later became a Rear Admiral and served as Commander in Chief of Argentine Naval Aviation.

The unique abilities of the helicopter so impressed the naval authorities that they began to plan for a force of helicopters with major operational capabilities. As a first step, the training of naval helicopter pilots began in 1951 when a course was organized under the auspices of the DNAC at Moron. This training took place in Sikorsky S.51's owned by the DNAC and the first students were Lts. Guaito, Cedole, Martin, Davis, and Fitté. Other early naval helicopter pilots were Lts. Estivaris and Fraguio.

The cause of the helicopter in the Argentine Navy received further support when Colonel Hernan Pirjato of the Instituto Antartico Argentino (IAA) asked for a helicopter to do scientific work during the 1952 Summer Expedition to the Argentine Antarctic. Sikorsky S.51 LV-XXV of the DNAC was taken on board the tanker "Ara Punta Ninfas" and sent to Antarctica. The results of its operation were so spectacular that when the Armada Argentina ordered the construction, in Germany, of the 1500 ton icebreaker "Ara General San Martin", the ship was required to carry two medium-sized helicopters.

After many hours of negotiation, the Navy obtained authorization to purchase three Sikorsky S.55A's. When they arrived, these new helicopters were based at Base Aeronaval Puerto Belgrano (BAPB), under the command of Captain Estivaris. They were soon joined by the Bell 47D's.

The establishment of the Escuadrilla Aeronaval de Helicopteros officially took place in October 1955 at Base Aeronaval Comandante Espora (BACE). Its first commandant was Lt. Fitté. In February 1964, the Escuadrilla Aeronaval de Helicopteros became a part of the newly created 4th Escuadra Aeronaval (4th Naval Air Wing) at BACE.

A new era for Argentine naval helicopters began in 1969 when the first turbine-engined helicopters, the Sud Alouette III and Sikorsky Sea Kings, were received.

In November 1974, the Squadron was transferred to the control of the 2nd Escuadra Aeronaval. A separation took place in 1978 when the Alouettes were put under the command of the 3rd Escuadra while the Sea Kings remained with the 2nd Escuadra. The most recent change took place at the end of 1979 when the original Escuadrilla was divided to become the 1st Escuadrilla Aeronaval de Helicopteros operating the Alouettes and Sea Lynx and the 2nd Escuadrilla Aeronaval de Helicopteros operating the heavier Sea Kings.

## EQUIPMENT

**Bell 47D & G:** This was the first helicopter type to be put into service by the Argentine Navy. Between 1949 and 1955, the Bell 47's were based at BAPI. At first they carried registrations E-1 to E-6, but later (probably in late 1953) these were changed to 1-HO-1 to 1-HO-5. In 1955 the four remaining 47's were transferred to BAPB as part of the new Escuadrilla Aeronaval de Helicopteros, where they were first

registered as 2-HE-1 to 2-HE-4, and then as 2-PH-401 to 2-PH-404. In the early 1960's the remaining Bell 47's were brought up to G-4 standards. (It is interesting to note that the modified 47D's received new BuNos 0536 to 0538. They had originally been 0284 to 0289.) In 1969 the last two Bell 47G-4 were transferred to the Division Aviacion de la Prefectura (Argentine Coast Guard) where they were to serve in surveillance and rescue roles. One is known to have received registration PA-24.

**Serials and Fates.** Information about individual Bell 47's is very scanty, but the following is known:

- ? Probably E-4, crew Lt. Sagastume, crashed, w/o 1951.
- E-2 Involved in an accident but repaired, 9 November 1955.
- 1-HO-2 Crashed 5 December 1954, officially w/o in 1955.
- ? Crew Lts. Martinez & Magana, crashed September 1955.
- 4-H-3 Crashed near Bahie Blance, no injuries, aircraft w/o.

**Sikorsky S.55A:** The S.55 was the first medium-sized helicopter to see service with the Argentine Navy. Purchased for Antarctic rescue operations, they arrived late in 1953 and were immediately deployed in the 18th Antarctic Campaign (1953-54). The first two (Hg-1 crewed by TN Estivaris and TF Martin and Hg-2 crewed by TN Cordoba and TN Hansen) flew from BAPI to Rio Grande Airport and immediately placed aboard the Antarctic transport "Ara Bahia Buen Suceso" for shipment to Antarctica. Their objective was to evacuate the personnel from Argentine Army Base General San Martin. These men had been stranded for two years by ice and snow. The first rescue flight took place on 5 February 1954.

The S.55s took part in many other Antarctic Campaigns. One was lost during a rescue flight, but the other two continued operations into the 1970's.

**Serials and Fates.**

- 0369 c/n 55-585. Delivered 10 November 1953 as Hg-1. Reregistered as 2-HT-1 in 1957. During the 22nd Antarctic Campaign, after a successful rescue operation at Roce Island, Margarita Bay, on 28 February 1958, 0369 crashed into the Antarctic Sea near the icebreaker Ara General San Martin. Three persons were killed, but four others were saved.
- 0370 c/n 55-610. Delivered on 1 December 1953 as Hg-2, then 2-HT-2. From April 1959 as 2-PH-401 and six months later as 2-PH-411. Reregistered in February 1960 as 2-H-11 and finally as 4-H-11 from April 1964. Officially w/o in 1973 after 20 years of continuous service.
- 0371 c/n 55-633. Delivered 6 December 1953 as Hg-3. From 1953 as 2-HT-3; 2-PH-405 from April 1959, then 2-PH-412 in October 1959, 2-H-12 and 4-H-12 from April 1964. Officially w/o in 1971.

**Sikorsky S.58:** Only one S.58 was operated by the Argentine Navy. It was the first helicopter specifically equipped for antisubmarine warfare.

**Serial and Fate.**

- 0407 c/n 58-611. Delivered 17 October 1957 as 2-HT-10, then reregistered as 2-HP-1. Officially put into service during a ceremony at BACE on 19 December 1958 with a one-hour flight crewed by TF Claro and CLAC Giraudo. On 4 March 1959 0407 flew from BACE to El Plumenillo AFB (Mendoza)

to rescue the survivors of a crashed Twin Beechcraft. From April 1959 as 2-PH-406. On 5 June 1959 while on a rescue flight over the Parone River, 0407 crashed near Zarate City (Buenos Aires) but the aircraft was repaired. Reregistered as 2-H-10 in 1960. Destroyed at BACE on 25 April 1961 when a fire started during a pre-flight check. No one was injured but the aircraft was w/o.

DeHavilland DHC-2 Beaver: One of the least known types operated by the Argentine Navy is the DHC-2 Beaver. This aircraft was ordered for use by the Grupo Aeronaval Antartico (GAA) but it was immediately transferred to the Escuadrilla Aeronaval de Helicopteros. The squadron also maintained the Beaver owned by the IAA (registered IAA-101 but carrying Argentine naval markings). Both Beavers were employed exclusively in the Antarctic.

- 0502 c/n 1432. Received at factory 7 Oct. 1960. Entered service in 1961 as 3-G-6. Shipped to the Antarctic aboard icebreaker Ara General San Martin, it made its first flight from Ellsworth Base on 1 January 1961. From February 1964 registered as 4-G-1. Destroyed by strong winds at Petrel Naval Station, Dundee Island, Antarctica. w/o in 1968.

Sikorsky H-19A: The official records of the Aviacion Naval refer to five H-19 "alphas" that saw service in reconnaissance, aerial photography, and search & rescue roles. Lamentably, no record of c/n or US serials are available. (Any help would be welcome.)

- 0504 c/n ? 2-PH-413, in service from early 1960. Registered as 2-H-13 in February 1960. Crashed 10 November 1963 during the 27th Antarctic Campaign; crew TF Colombo and GU Troppa not injured, but aircraft had to be abandoned.
- 0505 c/n 55-? Delivered in early 1960 as 2-PH-414, registered as 2-H-14 in February 1960 and then as 4-H-14 in April 1964. Took part in the 29th Antarctic Campaign crewed by CC Sanquineti (pilot), TF Rivarola (co-pilot), & SSAG Cabrera (mechanic). Operating from Ara General San Martin, it made 8 iceberg reconnaissance flights, 1 cargo flight, 2 ferry flights, and 6 flights carrying people; last flight of the Campaign on 22 February 1967. On 7 September 1964, crewed by Captain Suarez, made a rescue flight. Officially w/o in 1973.
- 0506 c/n 55-? Delivered in 1961 as 2-H-15, then reregistered as 4-H-15. Both 0506 and 0507 were delivered in antarctic color scheme: white and rescue red. W/o in 1973.
- 0507 c/n 55-? Delivered in 1961 as 2-H-16, then reregistered 4-H-16. Operated most of time with the Antarctic Air Group. During "Operation Nevada", crashed 5 August 1967 on Mount Catedral (Bariloche, Rio Negro); crew was uninjured, but 3 passengers were killed. The helicopter was destroyed but salvaged parts were given to the Argentine Army for unknown purpose.
- 0568 c/n 55-? Delivered in 1964 as 4-H-13 as a replacement for 0504. Deactivated from service in 1973.

Sikorsky H-19B & D: The last piston-engined helicopter received by the Argentine Navy. Most were in active service for only a short time.

- 0610 c/n 55-? Operation from 1966 as 4-H-17. This was a H-19D. W/o in 1973.
- 0611 c/n 55-? Registered as 4-H-18. In service from 1966. This was also a H-19D. W/o in 1973.
- 0612 c/n 55-? Registered as 4-H-19. In service from 1968. There exists some doubt about its correct type, but it is officially reported as a H-19D. Scrapped in 1971.
- 0639 c/n 55-? The only H-19B. Entered service in late 1968. It is possible that 4-H-19 never

flew; a consequence of the absence of spare parts. Officially w/o in 1973.

Sud Aviation/Aerospatiale SA-316 & SA-319 Alouette III: These were the first turbine-powered helicopters to be used by the Aviacion Naval Argentina, with deliveries beginning in 1969. The SA-3160 and SA-316B were powered by a Artouste IIIB turbine while the more modern SA-319B was powered by the Astazou XIVH turbine. The original order for 6 SA-3160 was increased by 4 SA-316B and later by 4 SA-319B equipped for antitank warfare. The SA-316 were intensively employed in the antarctic, replacing the older H-19's beginning with the 34th Antarctic Campaign (1969-70). During the 37th Antarctic Campaign, 4-H-1 and 4-H-2 were fitted with skis and operated from Ara General San Martin.

Typical roles for the Alouettes were: dropping parachutists, reconnaissance armed with 20-mm guns and S-11 missiles, communication, observation, and other tasks undertaken in cooperation with Marines.

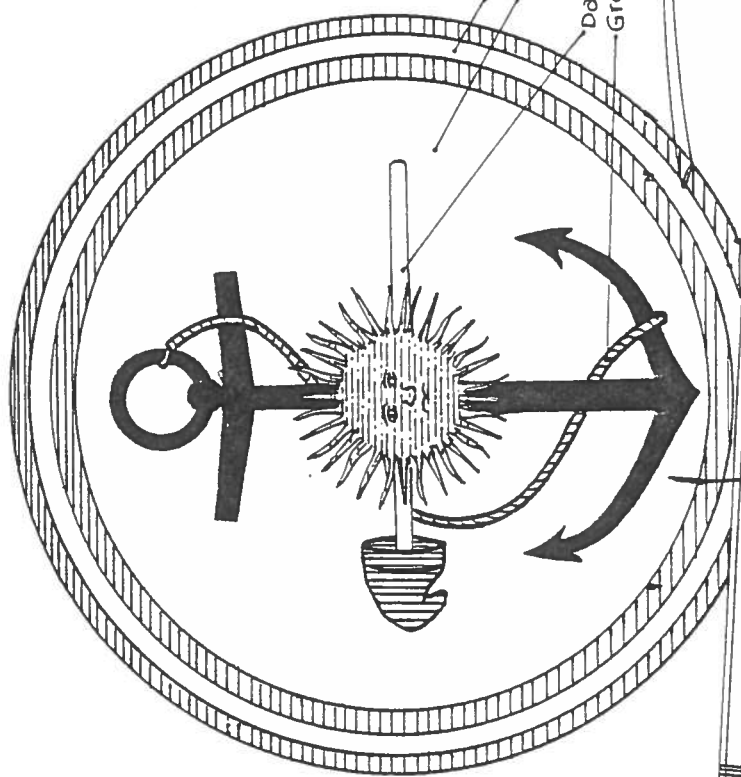
Typical flights: 10 June 1970, 4-H-2 was used to track torpedo exercises at sea. Between 12-21 September 1972, 4-H-2 and 4-H-9 participated in naval exercises attacking naval targets with torpedoes and missiles. On 3 February 1975, 2-H-9 crewed by TF Rodriguez and TF Imperiale made two rescue flights at sea. The same year, on the night of 12/13 June, 2-H-7, crewed by TC Radero and TF Rodriguez, made an at-sea rescue.

- 0641 c/n 1616 SA-3160. Delivered October 1969 as 4-H-21. Reregistered in December 1969 as 4-H-1, 2-H-1 from November 1974. Crashed on 14 May 1976. W/O.
- 0642 c/n 1623 SA-3160. Delivered October 1969 as 4-H-22. Reregistered in December 1969 as 4-H-2, 2-H-2 from November 1974. Later as 3-H-2.
- 0643 c/n 1624 SA-3160. Delivered October 1969 as 4-H-23. Reregistered in December 1969 as 4-H-3; 2-H-3 from November 1974; and later as 3-H-3. On 4 March 1979 while returning from a rescue flight, 0643 crashed into the Antarctic Sea 60 miles off the north coast of Smith Island, killing 3 persons on board.
- 0648 c/n 1730 SA-3160. Delivered in May 1970 as 4-H-4. Crashed 16 September 1970 near Calderon. W/O.
- 0649 c/n 1734 SA-3160. Delivered in May 1970 as 4-H-5. Reregistered in November 1975 as 2-H-5; now flying as 3-H-5.
- 0650 c/n 1766 SA-316B. Delivered in September 1970 as 4-H-6. Damaged on 21 January 1971 at Tornquist (Buenos Aires) and w/o.
- 0651 c/n 1767 SA-316B. Delivered in September 1970 as 4-H-7. Reregistered 2-H-7 from November 1974 and is now 3-H-7.
- 0680 c/n 1847 SA-316B. Delivered in November 1971. Damaged on 7 January 1973 and w/o. Registered as 4-H-8.
- 0681 c/n 1851 SA-316B. Delivered in November 1971 as 4-H-9, 2-H-9 from November 1974, and later as 3-H-9.
- 0699 c/n 2250 SA-316B. Delivered in June 1975 as 2-H-10; now flying as 3-H-10.
- 0736 c/n 2345 SA-319B. Ex F-WTNB, delivered in late 1978 as 3-H-11.
- 0737 c/n 2346 SA-319B. Ex F-WTNJ, delivered in late 1978 as 3-H-12.
- 0738 c/n 2349 SA-319B. Delivered in late 1978 as 3-H-14.
- 0739 c/n 2350 SA-319B. Delivered in late 1978 as 3-H-15.

Sikorsky S.61D-4 Sea King: The Argentine Navy received its first Sea Kings in 1972; an additional S.61D was delivered in 1978. In addition to the normal task of ASW, the Argentine S.61's operate as infantry transport as well as carrying vehicles and guns for the Marines. The Navy Sea Kings have taken part in many exercises including Sirena I & II, Tehuelche, and Scorpion. It is expected that more Sea Kings will be obtained.

Aviacion Naval Argentina

SIKORSKY S-55A O371/2-HT-3  
c/n 55-633



S-55A 2-HT-3 in 1957 during operations at  
CHASCONÚS (BUENOS AIRES)

MARINA  
DE GUERRA

Aluminium paint overall, markings  
in opaque black.

National insignia (both sides): sky blue, insignia white, sky blue.

S-55A fitted with floats, for amphibious roles.  
Floats are dark grey.

drawing by J.F. NÚÑEZ HERNAN JUN. 81

- 0675 c/n 61-? Delivered as H-31, then registered as 2-H-31, 3-H-31, and from December 1979 as 3-H231.
- 0676 c/n 61-? Delivered as H-32, then registered as 2-H-32, 3-H-32, and from December 1970 as 3-H-232. 0676 was the first Argentine Sea King to operate in the antarctic on October 1979. It serves on the world's largest icebreaker, Ara Admiral Irizar.
- 0677 c/n 61-? Delivered as H-34, then registered 2-H-34, 3-H-34, and 3-H-234.
- 0696 c/n 61-? Initially registered as 2-H35, and later as 3-H35. In late 1978 it received a two-tone green color scheme devoid of all markings other than two small flags and the number "35" in black.

Westland WG-13 Sea Lynx: Two Sea Lynxs were acquired for use with the destroyers Ara Hercules and Ara Santisima Trinidad. They arrived on 27 August 1978 at BACE transported in a CL-44.

- 0734 c/n WA035. Received 17 May 1978. Ex G-BFDT. Registered 3-H-41 and detached aboard Ara Hercules.
- 0735 c/n WA036. Received 23 June 1978. Assigned to Ara Santisima Trinidad.

(Editor's Note: The June issue of JP-4 reports that the Argentine Navy has ordered three SA.330 Pumas.)

Escuadrilla Aeronaval de Helicopteros Strength

1959: 0284 2-PH-401 Bell 47D; ? 2-PH-402 Bell 47D; ? 2-PH-403 Bell 47D; 0370 2-PH-404 Sikorsky S.55A;

0371 2-PH-405 Sikorsky S.44A; 0406 2-PH-406 Sikorsky S.58.

1969: 0536 4-H-3 Bell 47G-4; 0537 4-H-4 Bell 47G-4; 0538 4-H-5 Bell 47G-4; 0370 4-H-11 Sikorsky S.55A; 0371 4-H-12 Sikorsky S.55A; 0508 4-H-13 Sikorsky H-19A; 0505 4-H-14 Sikorsky H-19A; 0506 4-H-15 Sikorsky H-19A; 0610 4-H-17 Sikorsky H-19D; 0611 4-H-18 Sikorsky H-19D; 0612 4-H-19 Sikorsky H-19D; 0639 4-H-20 Sikorsky H-19B; 0641 4-H-21 SA-3160 Alouette III; 0642 4-H-22 SA-3160 Alouette III; 0643 4-H-23 SA-3160 Alouette II.

1979: 0642 3-H-3 SA-3160 Alouette III; 0649 3-H-5 SA-3160 Alouette III; 0651 3-H-7 SA-316B Alouette III; 0681 3-H-9 SA-316B Alouette III; 0699 3-H-10 SA-316B Alouette III; 0736 3-H-11 SA-319B Alouette III; 0737 3-H-12 SA-319B Alouette III; 0738 3-H-14 SA-319B Alouette III; 0739 3-H-15 SA-319B Alouette III; 0734 3-H-41 Sea Lynx; 0735 ? Sea Lynx; 0675 3-H-231 Sea King; 0676 3-H-232 Sea King; 0677 3-H-233 Sea King; 0678 3-H-234 Sea King; 0696 nil Sea King.

Helicopters Operated by the Argentine Navy 1949-1980:

6 Bell 47D; 3 Sikorsky S.55A; 5 Sikorsky H-19A; 3 Sikorsky H-19D; 3 Sikorsky UH-19B; 1 Sikorsky S.58 (UH-34G); 10 Alouette SA-316; 4 Alouette SA-319; 5 Sikorsky S.61D; 2 Westland Sea Lynx.

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Jorge F. Nunez P. (SAFCH #395)

-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-

PROPLINER, The journal of piston-engined and turboprop transport aircraft. Published quarterly. Subscriptions and trade: 8 Stowe Crescent, Ruislip, Middlesex, England HA4 7SS. Price £1.25. Subscription rates £5.00 (UK & Europe), £7.00 (USA/South America/Middle East - airmail), \$8.00 (Far East/Australia/New Zealand).

It is hard to believe that there are any magazines with subject matter as esoteric as that of the SAFO. However, PROPLINER probably comes as close as any. A description of the issue at hand will give you an idea Oct-Dec 1980 #8. Fifty-two pages (21 by 29.5 cm), approximately 100 photos. Contents: Propnews, 30 Years Ago, Last Flight of N74CA (crash of Constellation in which retired Lockheed test-pilot "Fish" Salmon was killed), Last Flight of N4SW (crash of Butler Aircraft's DC-7), Unscheduled Retirement (forced landing of oldest flying Viscount), The Flying Banger from the Baluchistan Bazarr (entertaining account of the salvage and flight of an ex-Pakistan AF C-47 from Pakistan to Venice), Handley Page's Handsome Hermes Part 3 Skyways, Auckland Amphibian, Big Budworm Sprayers (Constellations in Canada), The Olympic Sixes (Greek DC-6), Export Heralds, Canada's Civil Dakotas 1980 Run Down, Prop Profile (reader's photos), The Independents, The Aviation Hobby Shop (books, colour prints, postcards, & copy colour slides by airmail).

This issue is not devoid of small air force interest for it includes photos of a Colombian AF DC-7B (FAC 921), a Pakistan AF C-47 (C-400), a Royal Arab Air Force (Jordan) Herald (109), and a Royal Malaysian AF Herald (FM 1023).

Subscriptions from the US and Canada are available from J.J. Daileda, 4314 West 238th St., Torrance, CA 90505 at \$4.00 per issue or \$16.00 per annum.

Review copy Courtesy J.J. Daileda.

Editor's Note: Also available from J.J. Daileda are AIRCRAFT MODEL INTERNATIONAL (sample issue \$2.25, annual subscription \$26.00), SCALE MODELS (annual subscription \$20.00, back issues \$2.25), and back issues of PAM NEWS (merged with SCALE MODELS in September 1980) at \$2.00.

BD 5. Injection-molded 1/72-scale kit by 299 MODELS, c/o Terry Moore, 14515 6th NE, Seattle, WA 98155. \$2.50 in US and \$3.00 outside US postage included.

There is something unique about receiving an injection molded kit in an letter-sized envelope. But, the BD 5 is a rather unusual choice for a model. Let's let Terry explain in his own words: "While discussing with friends, the subjects of kits that they would like to see, the BD 5 was brought up. It was suggested that it would be an easy kit to make and manufacture, and you could build a million of them and take up less room on your model shelf than the just released B-36. Someone asked: 'why don't you do one?' I said 'why not' and 229 was born. It's as easy as that. I made a master model, Greg Reynolds made the mold, and Bill Hawkins supplied the inspiration: 'How's it coming?' was a not infrequent question I heard from him. The facilities of the Guano Aeroplane & Zeppelin Works are being used to produce the kit." Molded in the usual grey plastic we have come to expect from the "cottage industry", the BD 5 comes on a single spru with 12 parts. Everything is provided, including a one-piece seat with side consoles & floor board; instrument hood; landing gear & wheels; propeller; and a vacuum-formed canopy. The only things you have to supply are landing-gear covers and decals. Surface detail is finely etched and properly sparse.

Three pages of instructions include step-by-step construction details; 1/72-scale drawings of the aircraft, interior details, and possible scratch-built modifications (butterfly tail, swept tail, & long-span wings); interior color specifications; references; and drawings of three different color schemes.

While I haven't started to build this kit, it looks as if it will not be too difficult (except for painting) and with its 6 cm (2 1/4 in.) wings span it will be an eye catcher in any display of models.

Terry has the following items projected for release "before the end of 1980": BD 5J conversion kit and Hamilton Standard props for 1/48-scale B-29.

# AIRCRAFT OF THE GHANA AIR FORCE

Auster D5/180 - 1 a/c G512 c/n 3670 ex 9G-ABR, wfu.  
Bell 212 - 2 a/c including one VIP a/c; G650 c/n 30526 dd 05.72 ex N2908W, G651 c/n 30527 dd 05.72 ex N2909W.

BN-2A Islander - 8 a/c; G350/A-G357/H c/n in order 333, 337-343; test regn in order G-BAZW, BAZZ, BBAL-BBAO, BBDW-BBDX; all dd 73.

DHC-2 Beaver - 14 a/c G200-G213 c/n in order 1423, 1433, 1452, 1456, 1459, 1461-1462, 1467, 1472, 1477, 1485, 1487, 1490, 1492,; G200 to VH-IMO, G201 to VH-?, G203 to N37756, G205 to VH-IMH, G206 to VH-IMJ, G213 to VH-IMR; others sold, w/o, or scrapped.

DHC-3 Otter - 12 a/c G300-G311 c/n in order 413-414, 416, 418, 420, 422, 424-426, 428, 430-431; G302 to N17680 to XA-FEV, G303 to CF-ZFJ, G304 to C-GLCO, G305 to N17682, G306 to N17683, G307 to C-GLCR, G310 to C-GLCT, G311 to N17689; others sold, w/o, or scrapped.

DHC-4 Caribou - 8 a/c G400-G407 c/n in order 28, 31, 44, 48, 56, 74, 83, 94; G400 to N90565 to Indian AF, G401 to N90567 to Indian AF, G402 to N90568 to TR-LSJ, G403 to N90569 w/o in France, G404 to N90570 wfu, G405 to N90571 wfu, G406 to N90573 to Indian AF, G407 to N90572 to Indian AF.

Chipmunk - 14 a/c G150-G161 plus 2 unnumbered for spares; ex RAF in order WD308, WG288, WP787, WP802, WP894, WB765, WK612, WK616, WD329, WB554, WK637, WB767, and the 2 spares a/c WG485 & WK583; G150 to N48250, G152 to N65348, G154 to N48273, G156 to N48262, G157 to N48260, G160 to N48251 to N65354, WK583 to N48253; others sold, w/o or scrapped.

DH Heron - 3 a/c G500-G502 c/n in order 14133, 14142, 14134; all dd 61/62; G500 to G-BBYI, G501 sold in USA in damaged condition, G502 to G-BBYJ.

Fokker F27 - 5 a/c G520/A-G524/E c/n in order 10505, 10507, 10518, 10520, 10535; all dd 75 except G524 dd 76.

Fokker F28 - 1 a/c G530 c/n 11125; test regn PH-EXP; dd 78.

HS 125 Srs. 18 - 1 a/c G511 c/n 25028; for Presidential use. Sold as C-GLFI.

Hindustan HT-2 - 12 a/c all ex-Indian AF; no longer in use.

Hughes 269 - 5 a/c G610-G614 c/n in order 0245-0249; it is reported that c/n 0244 was delivered as well; no longer in use.

Macchi MB326 - 15 a/c MB326F are G700-G708, MB326K are G709-G714; maybe 2 more a/c delivered; at least 2 a/c w/o.

Mi-4 - 1 a/c; wfu.

Piper L-18 - 1 a/c c/n 18-5029; wfu.

Buildog Mk.122 - 13 a/c G100-G-105 c/n in order 224-229; all dd 73; G104 w/o 74. Serials for c/n 370-376 are not known; dd 76; test regn G-BCUN-BCUP, BCUS-BCUV.

Short Skyvan - 6 a/c G450/A-G455/F c/n in order SH1930, 1928-1929, 1931-1933; all dd 74; test regn G-BCFI/G14-102, G-BCFG/G14-100, G-BCFH/G14-101, G-BCFJ/G14-103, G-BCFK/G14-104, G-BCFL/G14-105.

SE Alouette III - 4 a/c; nothing further known.

Westland Wessex - 3 a/c G630-G632 ex RAF in order WA503-WA504, ?; G630 to G-BGER, G631 to G-BGWT, G632 wfu. All dd 66.

Westland Whirlwind - 6 a/c G600-G605 ex RAF in order WA397-WA402; G600 to G-AWWA, G605 to G-ASOU, others sold, w/o, or wfu.

Ben Marselis (SAFCH #143)

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## CURRENT NEW KITS

ESCI Mirage 5 (1/48) - Excellent kit. One set of mkgs for Belgium Mirage 5BA with squadron emblems. Component breakdown suggests that ESCI could do Mirage IIIR and Mirage 5F/late 5 kits using common sprues.

ESCI IIIE (1/48) - Common sprues with 5 kit. Same comments apply. Mkgs for EdA, French AF, RAAF, Swiss AF.

ESCI F-5E (1/48) - In some respects better than Monogram's kit, notably in cockpit area and canopy raising mechanism. Mkgs for USAF Aggressor, CNAF, & Thai AF. "Swiss Tiger" kit same but has Swiss AF mkgs & USN "Top Gun" mkgs.

TESTOR/ITALERI RF-4 Phantom (1/48) - Can not be done as a US recon bird because of minor fuselage details & bulged wings (for larger wheels). However, it is an excellent RF-4E, and therefore can be done Israeli, Turkish, Greek, or Luftwaffe.

TESTOR/ITALERI T-16A/B (1/72) - Fine kit. All paneling engraved. I'm reworking the intake (molded solid) using Revell F-16 parts to get the "Ramp" effect. IDF/AF mkgs good but roundels are too large - use smallest ones on MICRO 72-106. Don't forget to add the landing/formation lights on the intake sides - all F-16s have them but no F-16 kit does.

ESCI F-4E (1/48) - Very good. All panel lines engraved. Nose scoops must be altered to the "flat" shape (kit has the F-4B/C/D/J/K/M type). If you want to bomb it up, use the MERs from the Monogram A-4 and/or the TERS from the Monogram A-7 (both kits also have very good Mk 82s with nose fuzes!). Ignore the IDF/AF camouflage pattern (inaccurate) and the Sqn. insignia - 101 Sqn. never flew F-4s - they transitioned onto Kfir's directly from Mirage IIICJs. Alternate mkgs for an IDF/AF F-4E can be found in WAR DATA - PHANTOM II which contains a color photo of a/c #114.

Larry Greenberg (SAFCH #392)

"I have some comments concerning the placement of the national insignia on Uruguayan military aircraft: Since its founding in 1953, the aircraft of the Fuerza Aerea Uruguaya (FAU) has always carried only two wing insignia. These are carried in the same locations as the USAF (upper port and lower starboard surfaces of the wings). Therefore, the Uruguayan F-80's and T-33's, all of which were delivered after 1953, could not have carried wing insignia in four positions as drawn in SAFO #11 and #14.

"The situation regarding the P-51's (SAFO #8) and the B-25's is more complicated. The P-51's and the first eleven B-25's were received in 1950, before the formation of the FAU, and they were put into service with the Aeronautica Militar, a branch of the Army. The aircraft of the Aer. Militar did carry the national insignia in four positions on the wings. Therefore, the F-51's and some of the B-25's could have carried four wing insignia early in their careers. I am presently searching for photographic proof of this and I'll keep you informed if I have any success."

Gabriel P. Llado (SAFCH #486)

"I have a collection of aviation magazines from 1936 to 1949 and I am interested in selling my duplicate copies and in obtaining those that I do not have. Also, I am willing to make Xerox copies of anything in these magazines (except if it is required to remove the pages to make a copy) at cost (10¢ per page) plus postage." Doug Wendt (SAFCH #71), 910 Kuhns Rd., Whitefish, MT 59937.

(Editor's note: Doug sent a copy of the cover of the August 1940 AIR TRAILS with a magnificent photo of the Grumman XF5F-1. At a cover price of 15¢, you could have bought the whole magazine in 1940 for a nickle more than its cost to get a Xerox copy of the cover today. And they call it progress!)



# FORÇA AEREA PORTUGUESA

## JET FIGHTERS

SAFCH RP 10

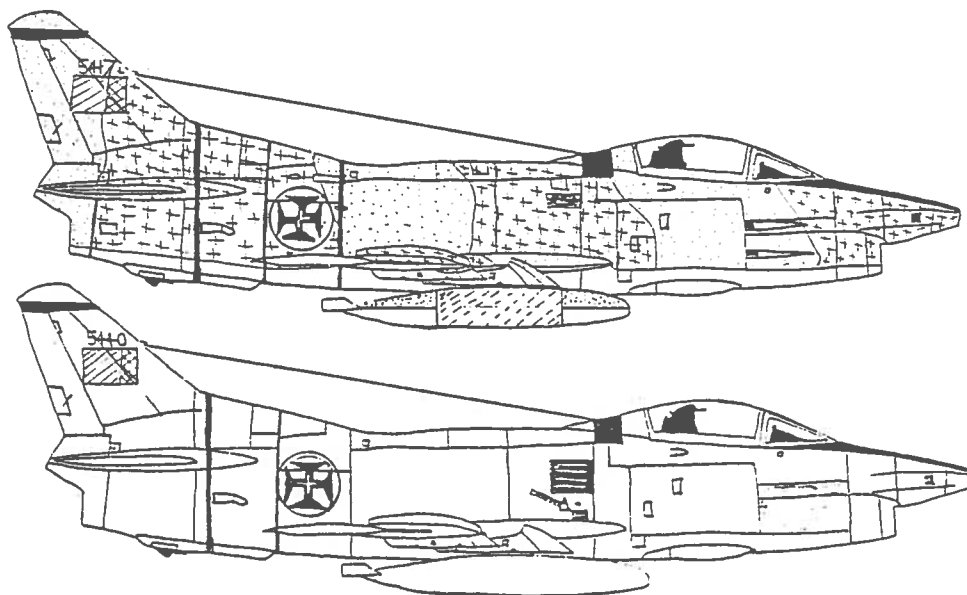
REPORT 3

### FIAT G.91R

The Portuguese Air Force originally received forty ex-Luftwaffe G.91R-4s, serialled 5401 to 5440, and delivered in their German colour scheme of grey, green, light grey (as 5417 below), also with dayglow orange portions on the fuel tanks. Additionally, twenty G-91R-3s were said to have been delivered (5441 to 5460), but only five actually arrived. Until last year, there were fourteen machines surviving, most of which were in the grey/green scheme. Recently the German Government donated another fourteen aircraft. Both marks of Fiat were used operationally in Angola and a few were lost

to anti-aircraft fire. Whilst in Africa the camouflage was replaced with an overall grey scheme to start with (as 5440 below) gradually giving way to a dirty olive drab (as 5410 below). As the olive drab weathered, various shades of colours appeared on each aircraft. The paintwork was also marked with many oil and smoke stains. The national insignia was also reduced in size.

When the Portuguese left Africa they left behind many aircraft including three G.91R-4 which were used by the F.A.P.A. (Angolan Republic Air Force) for a short time.



### GENERAL

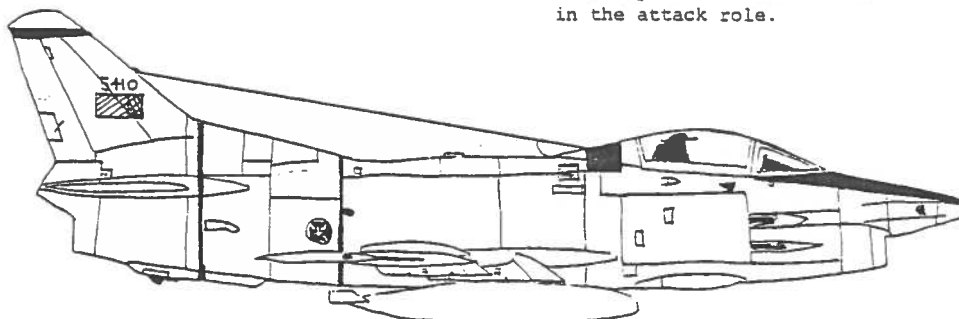
All the aircraft shown carry two red turbine warnings, black anti-dazzle panel, fin aerial and panel behind the cockpit. National insignia carried on the upper left and lower right wings, and on rear fuselage. Fin flashes vary in size (green and red, with green forward). Serials in black on opposite wings.

The olive drab aircraft below carries a pair of blue-coloured fuel tanks, similar to PRU Blue, although this is not general. In fact, the same machine is pictured in Air Fan, March 79, carrying dark green and dayglow tanks!

### ARMAMENT

The main armament of the G.91R is either four 0.5 in. machine guns, but in some cases two 20 mm cannon. Generally, Portuguese aircraft had the machine gun armament. Whilst in Africa the Fiats carried 250 lb bombs, napalm and rocket pods. The most recently acquired aircraft have been armed with the AIM-9 Sidewinder for the air defense role, pending introduction of the F-5E Tiger.

The Portuguese Fiat G.91Rs are expected to remain in service until 1983, when the F-5E Tiger will take over interception duties and the A-7P Corsair will operate in the attack role.

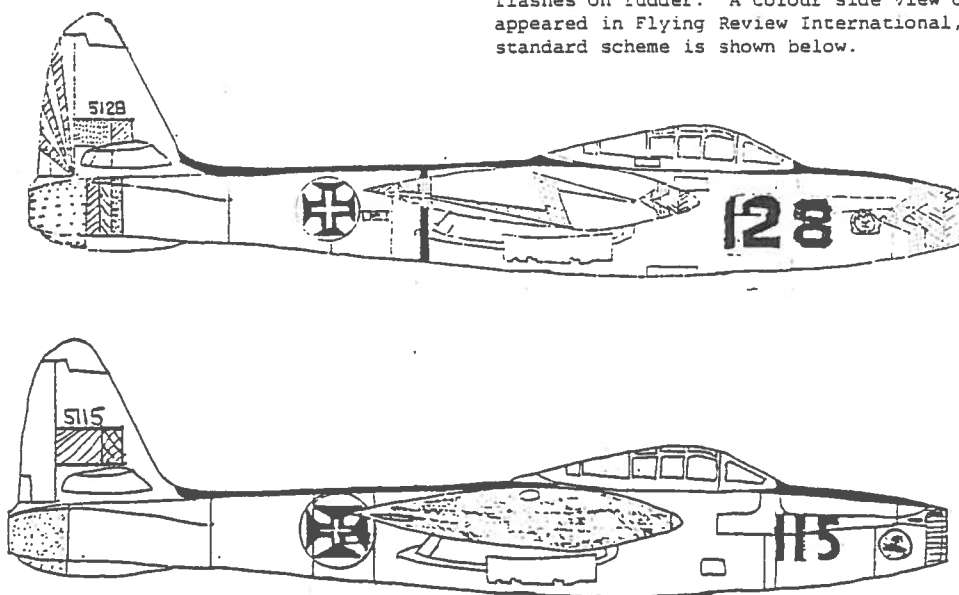


#### REPUBLIC F-84G THUNDERJET

Although the serial block 5001 to 5200 were allocated to the F-84G only about ninety aircraft were delivered, known serials being 5101 to 5150, 5195 and 5200. The first batch arrived in 1953 followed by some ex-Dutch machines in 1955. All surviving examples were grounded in 1976; 5200 is now used for fire-fighting practice at Ota (BA 2), and numbers

5141 and 5195 were left in Angola. Others were abandoned in Mozambique and Guinea-Bissau on withdrawal from Africa.

All the aircraft wore a natural-metal scheme with an olive drab anti-dazzle panel and fuselage spine. Tip tanks were black. Coloured nose bands were carried to denote squadron usage. One aircraft, 5128, was painted in the striking scheme shown below: front to rear - green, yellow, red on nose, tip tanks and rear fuselage, green flashes on rudder. A colour side view of this aircraft appeared in Flying Review International, April 70. The standard scheme is shown below.

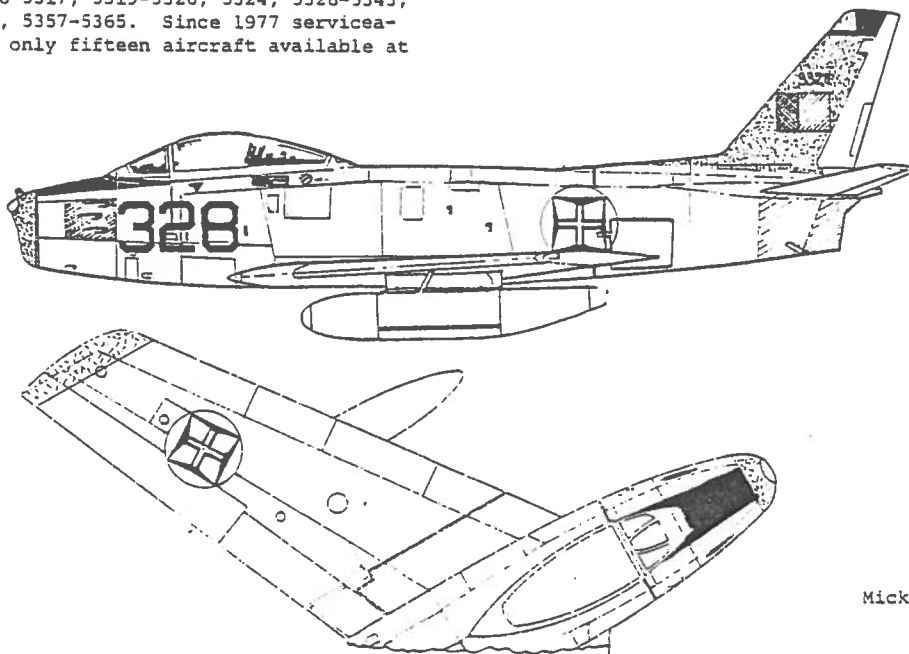


#### NORTH AMERICAN F-86F SABRE

The first batch of Sabres were delivered to Portugal in 1958 under MDAP, when fifty F-86F-35s became operational at Monte Real (BA 5) with Esquadra 201. These were added to twelve years later when approximately fifty ex-Luftwaffe Canadair-built Mk.6s were obtained. Only fifteen actually attained squadron service and the rest were used for spare parts. A small number of ex-Norwegian aircraft were also obtained. The original serial block was 5301 to 5350 and the Mk.6s were numbered 5351 to 5365. By 1977 only forty-eight aircraft survived; 5301-5303, 5305, 5308-5310, 5313, 5316-5317, 5319-5320, 5324, 5326-5343, 5346-5348, 5351-5355, 5357-5365. Since 1977 serviceability has been low; only fifteen aircraft available at any one time.

The overall colour is pale grey (Humbrol 64), with dark blue nose and wing tips (Humbrol 14 + 15). Underwing fuel tanks remained aluminum. The aircraft were delivered with 120 gallon combat tanks, but these were soon replaced by the 200 gallon tanks shown. Portuguese Sabres have the ability to carry the AIM-9 Sidewinder air-to-air missile.

Fin serial is white; all others black.



Mick Burton (SAFCH #303)

# THE WORLD OF JUNKERS

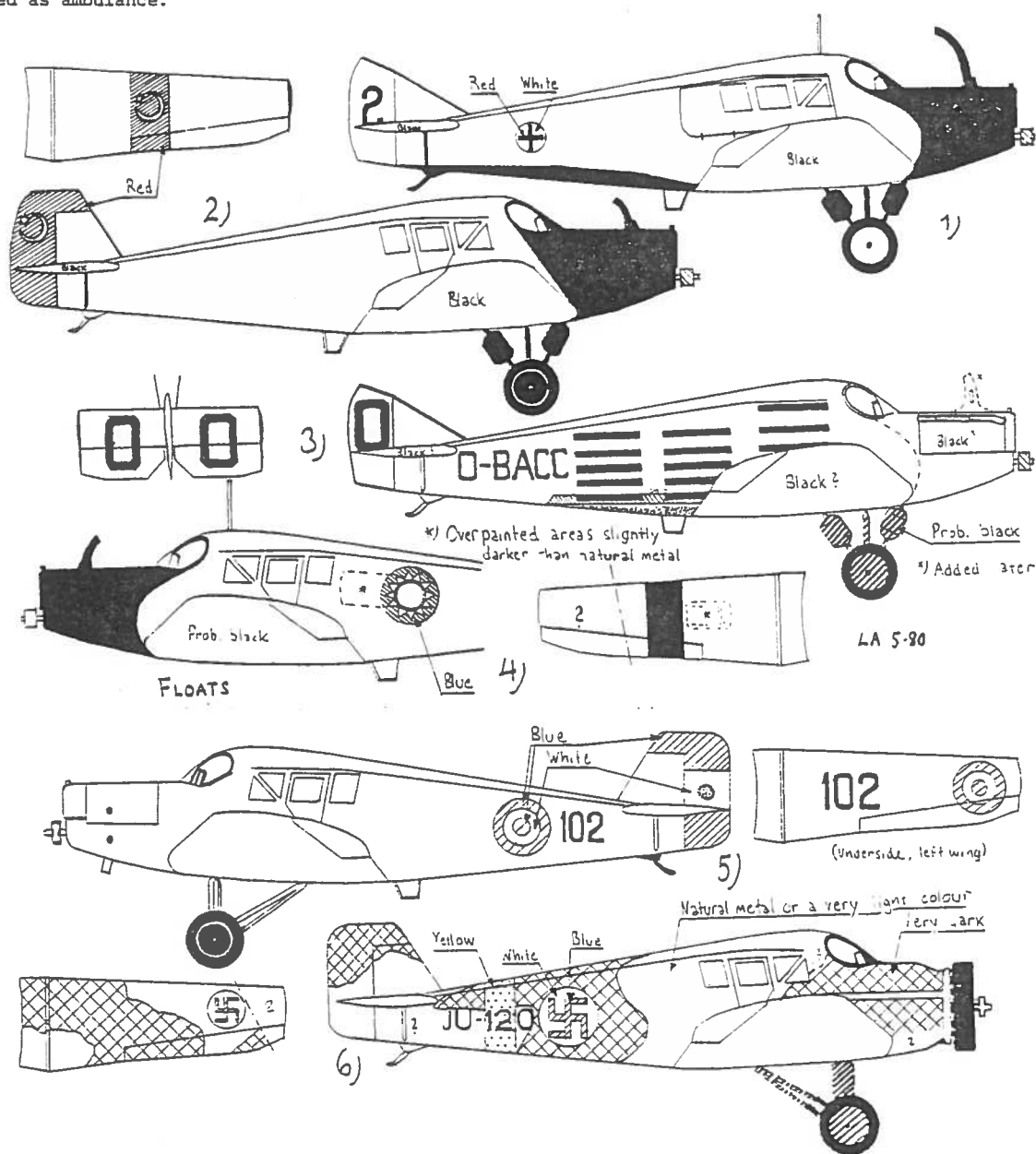
## PART 1 JUNKERS F.13

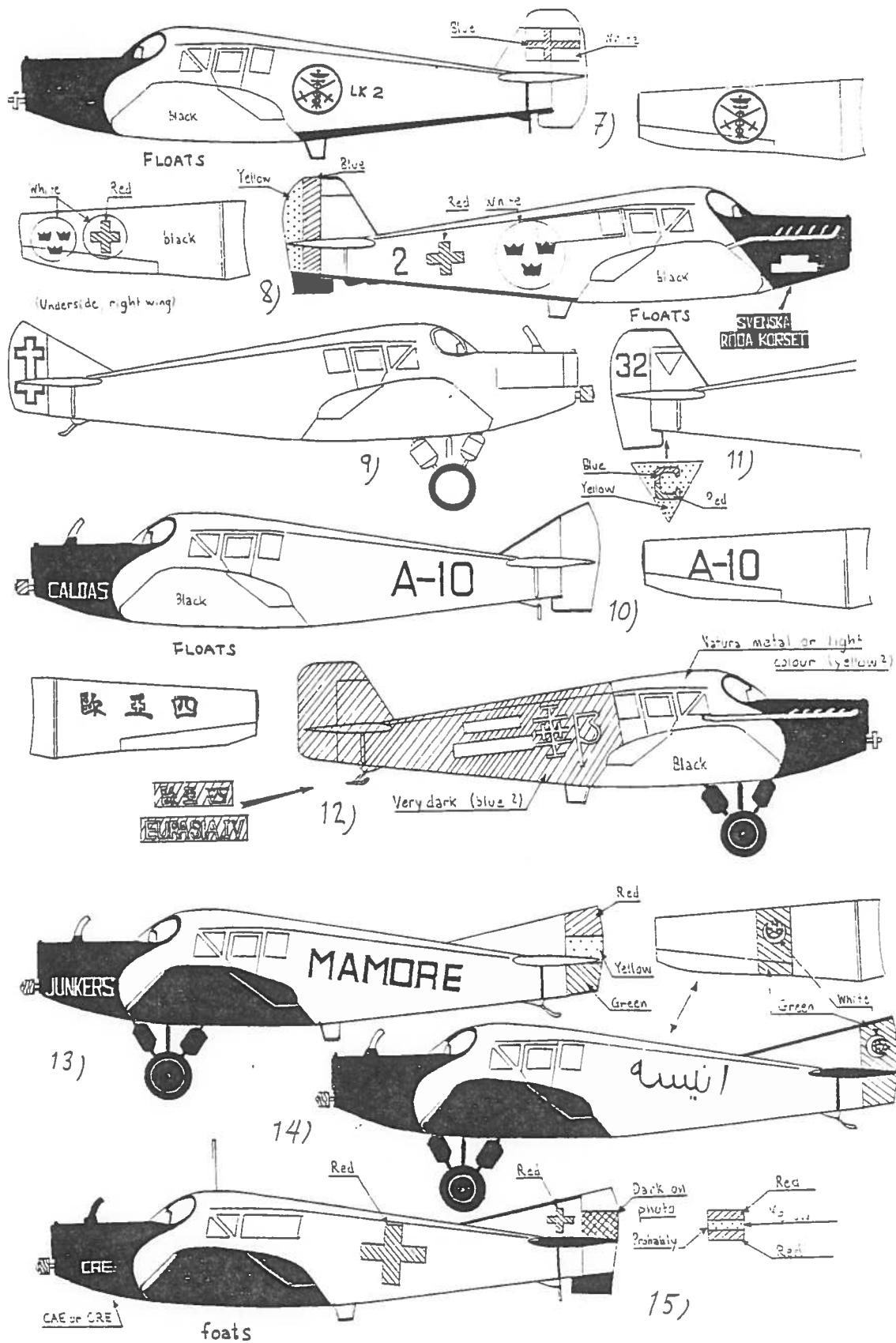
The F.13 transport was produced between 1919 and 1930. A total of over 300 was operated in Germany and by the airlines and air forces of nearly forty other countries. It usually served as transport or ambulance. A small number of bomber conversions was built by the Fili factory in the Soviet Union.

- 1) F.13 ambulance operated by the Japanese in Manchukuo in 1935.
- 2) F.13 in Turkish civil markings probably in 1926.
- 3) F.13 O-BACC. Belgian dove-cote aircraft. Strange thing!
- 4) Fili-built F.13 of Chinese Nationalist Air Force circa 1927. Seems to have over-painted civil registrations. Info. via Paul Mears.
- 5) F.13ge 102 of Argentine Aviacion Militar circa 1933.
- 6) F.13ka JU-120 of Finnish Ilmavoimat circa 1940.
- 7) F.13fe LK 2 of Finnish Coast Guard circa 1935. Operated as ambulance.

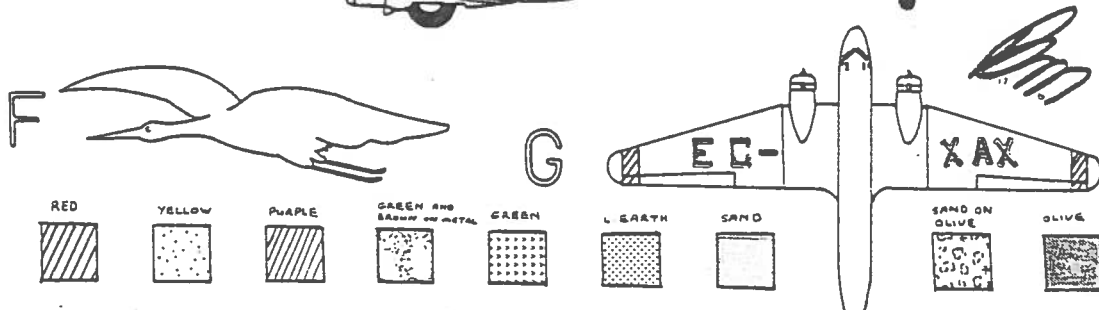
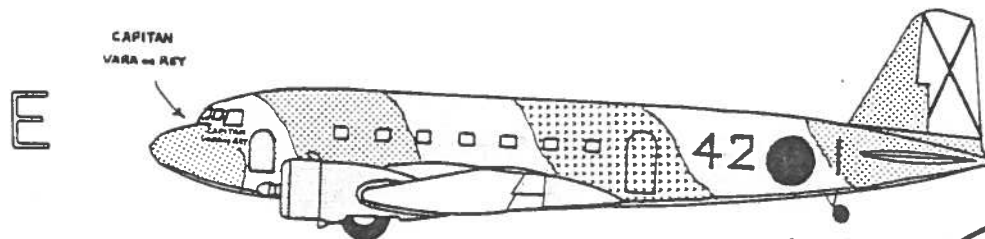
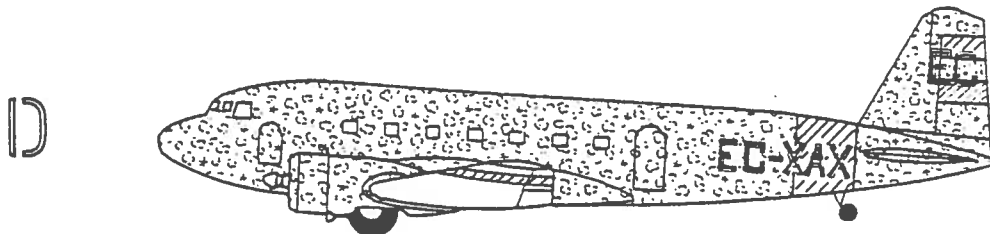
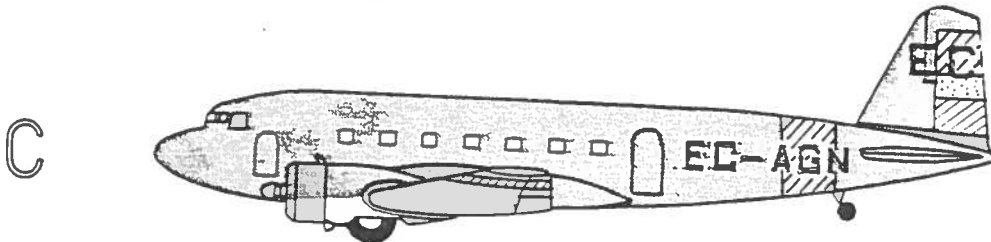
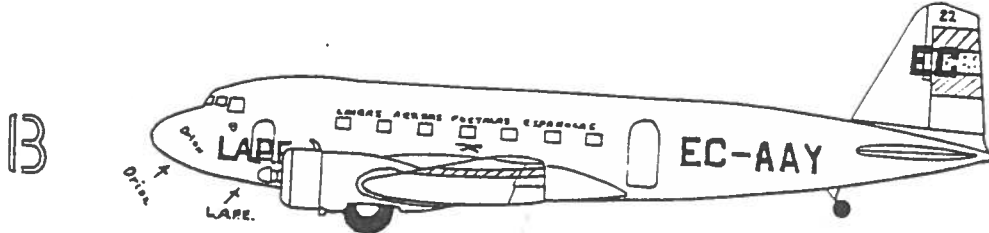
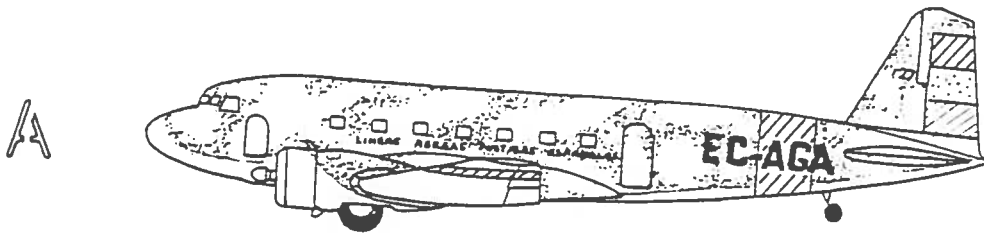
- 8) F.13 ambulance no. 2 of Swedish Red Cross/Air Force (Rydgvapnet) 1933.
- 9) F.13 of Lithuanian Karo Aviacijos 1920.
- 10) F.13 A-0 "Caldas" of Sociedad Colombo-Alemana de Transportes Aereos - SCADTA of Colombia 1922.
- 11) F.13ke 32 "Pacifico" in later SCADTA markings, circa 1930.
- 12) F.13 EURASIA IV of the China based Eurasia Aviation Company circa 1934.
- 13) MAMORE of Lloyd Aero Boliviano 1926.
- 14) F.13 in Egyptian markings. Can anyone translate the inscription?
- 15) F.13 ambulance. Probably Spanish Morocco in the early twenties.

It should be noted that wing views are approximate. Many Junkers had black undersides. This has been indicated by the work "black."





Lennart Andersson (SAFCH #68)





The drawings show examples of the finishes applied to the DC-2's used during the Spanish Civil War. The history of these aircraft is still under research and I hope to put together some further notes to supplement those of Ismael Garcia Llaca in SAFO #1. If anyone would like to help with this or any part of the Civil War project, I would be pleased to hear from them, especially if they can help with the translation of material written in the Czech language. Bob Massey (SAFCH #364), 108 Worrall Ave., Arnold, Nottingham, England.

Fig. A: An aircraft in the markings of the Republican airline, Lineas Aereas Postales Espanolas (LAPE), in 1938. The finish is natural-metal overall with patches of mid-green and sand brown on the fuselage and upper surfaces. The codes are in black and appear on the upper and lower surfaces of the wings (see Fig. G). The national code "EC" is also applied to the tail in a similar way. The fleet number "27" is in black on the tail and the airline name is in grey under the cabin windows. A red band is applied to the fuselage and the wing tips are also red. The rudder carries the standard flash of red, yellow, and purple bands.

Fig. B: This aircraft carries the standard finish applied to all LAPE DC-2's before and during the opening stages of the war. It carries an overall natural metal finish with all lettering in black. The codes are repeated on the wings as for Fig. A. The rudder

bands are standard and a red band is applied to the wings. A bird, in black, (see Fig. F) is applied under the central cabin window.

Fig. C: This aircraft is in a war-time finish and carries post-1938 codes in black outlined with white. It is painted olive green on all upper surfaces and pale blue underneath. All other markings are standard.

Fig. D: One of the machines captured by the Nationalists at the end of the war. It is finished in dull olive-brown and sand mottle with a pale-blue underside. Codes and other markings are as for Fig. D.

Fig. E: The one DC-2 captured by the Nationalists at the start of the war. It is finished in a three-colour scheme of sand, light earth, and green on upper surfaces and pale-blue undersides. The fuselage codes and disk are in black as is the St. Andrew's cross on the white rudder. The aircraft name is also in black. This machine has at least two changes of colour scheme and any details of these together with the wing markings applied to this version would be most welcome.

References: L'Aviation Republicaine Espagnole  
Air War over Spain  
Avion  
La Aviacion en La Guerra de Espana  
Alas Rojas sobre Espana  
Flaps

Bob Massey (SAFCH #364)

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FLIGHT COLORS DECALS. "This serves as an introduction to a superb new line of decals. Canadian markings have been neglected for a long time, but this new series will fill the void! Researched in Canada, these sheets will cover the spectrum of Canadian aircraft up to modern times. The accompanying instruction sheets will offer accurate placement drawings for the decals, something which is sadly lacking from some decal manufacturers. They will also include Canadian standard and US 595a reference numbers where possible and will offer corresponding colors or color mixes compatible with the extensive Humbrol range of paints. Sheets will be issued every month, with a tentative total of 26 in 1/72 and 14 in 1/48 within the next year or two.

"The sheets currently available are: 1-72 F-104 (6 CAF a/c), 2-72 F-86 (8 RCAG a/c), 3-72 F-5A/B (7 CAF, 2 VAF, and 2 RNethAF a/c), 4-72 CT-133 (5 CAF T-33). The 1/48 sheets are the same a/c but with only 4 Canadian a/c per sheet.

"The 5th 1/72 sheet will be on the F-101 and it should be available before the end of 1980.

"Future sheets will cover such a/c as the Vampire, Mustang, Lancaster, Harvard, Dakota, as well as shadow lettering, roundels & fin flashes, Canadian aces, and civil aircraft.

"Printing is done by Colortone, so hue and registration should be excellent.

"As sole United States distributor for this line, we invite your active participation in launching the line. Initial retail US price will be \$3.50, but considering the number of schemes on each sheet and the quality of artwork and instructions, we see it as a good deal for the money."

Dabar Depot, Box C, Sardinia, NY 14134.

Yugoslav Fury 'Series II' conversion kit for the Matchbox Fury I. Guano Aeroplane & Zeppelin Works, 5802 N. East 59th St., Seattle, WA 98105. \$1.00 post paid.

From the GAZW comes the long-awaited Yugoslav conversion with nine parts - large diameter wheels, cantilever landing-gear struts, two-part radiator bath, a pair of wing-gun fairings, and a carburetor intake. The instructions are clear and complete so that this should be an easy conversion even for the novice. Decals are available separately at \$2.50. Note: Furies used in Spain has considerably different nose contours due to the use of an Hispana-Suiza engine.

From the antipodes comes a new modeling magazine, Scale Dimensions by IPMS-NZ. The first two issues are at hand so a review is in order:

#1 18 pages (21 by 29.5 cm). The feature article, RNZAF Avengers, contains 5 pages including one page of text, one photo, and excellent drawings of 9 a/c including several yellow and black-striped target tugs. The other a/c article is a one page drawing of a Rapide in RNZAF markings. Other articles are Taranaki Rifle Volunteers (1861), Roman Standard Bearer, and Scale Review (Tamiya M21, Hasegawa Nate, Lily & P-3).

#2 32 pages. Two aviation related articles appear in this issue. One on the RNZAF Fokker F27 consists of one full-page photo of NZ2783 and a drawing of NZ2781; more details are promised for a future issue. The second is a thought-provoking discussion on "Presenting Aircraft Models" in which the author makes a good case for displaying a/c models in realistic settings: "Is the aircraft to be in the hanger, picketed or parked on the line, on start-up, taxi out or in, take-off or flying?" He concludes "No figure modeller would present his figure without a base. Few AFV's appear without a ground setting and so it should be with an aircraft. Correct setting is part of the presentation." Let's hope that IPMS-NZ leads the way in giving the modeler the information he needs to present his a/c models realistically. Other articles in this issue include: 58th Rutlandshire Regiment in NZ (1845-47), Panther Exhaust System, A Custom Guide for Modellers (a shocker for USA modelers), and the beginning of several regular columns.

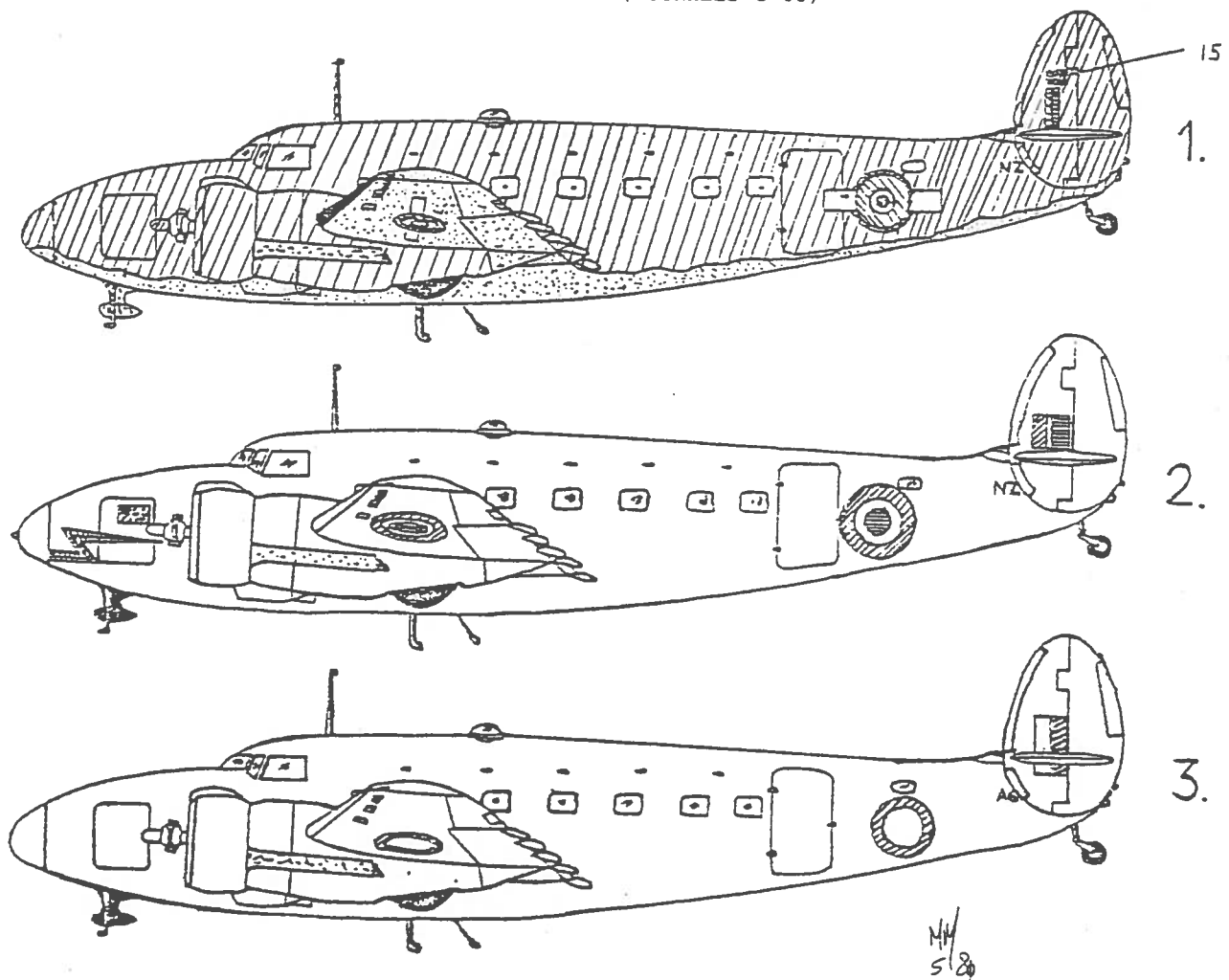
In their first two issues Scale Dimensions has achieved a quality equal to the best IPMS has to offer. Subscription rate for 4 issues is US\$6.60 sea mail. Air-mail to USA is US\$9.20 and to Europe US\$10.80. Editorial address: Paul Tibbutt, 72 Walworth Ave., Pakuranga, Auckland, NEW ZEALAND.

New titles from Kookaburra Technical Publications:

RAAF CAMOUFLAGE AND MARKINGS, Vol. I 1939-43 by Geoffrey Pentland. Photos, diagrams, camouflage orders, color paintings & color photos of RAAF aircraft in the Pacific. Size 292 X 216 mm, hard bound, 144 pages. AS27.00.

AUSTRALIAN FIGHTER SQUADRONS, Vol. I by Peter Malone. Account of events & aircraft of RAAF fighter units from their formation until the present day. The first volume covers units which served in the Pacific and has the usual color and black & white illustrations. AS24.95.

# PACIFIC LODESTARS (LOCKHEED C-60)



1. NZ3515, 40 Sqdn., RNZAF 1944. Upper surfaces & engine nacelles - olive drab. Under surfaces & D/F fairing - neutral grey. Serial No. - black. "15" above fin flash - black with white outline. Insignia: roundels - light blue & white, yellow outline on fuselage only; bars - white with insignia blue outline on wings only.

2. NZ3510, 41 Sqdn., RNZAF 1945. Overall - natural metal. Serial No. & D/F fairing - black. Nose flash - yellow with green outline (both sides of nose). Insignia: RAF type "C" roundels on wings & fin flash; non-standard fuselage roundel; no yellow outlines to roundels.

New Zealand flag - insignia blue with Union Jack in top left-hand corner, 4 red stars outlined in white - only on side shown.

3. A67-4, RAAF, Bougainville 1945. Overall - natural metal. Insignia - blue & white. Serial No. - black. Standard to all aircraft: a. Fin flashes are on both sides of the fins. b. Roundels are in 6 positions. c. All serials are on the fuselage sides under the fins. d. All exhaust pipes are burnt metal.

References: RNZAF - THE FIRST DECADE 1937-46 by C. Darby, Kookaburra; AIRCRAFT OF THE RAAF 1921-71 by Pentland and Malone, Kookaburra.

Mike Mirkovic (SAFCH #465)

One of the several mail-order houses that carry the SAFO is THE ARSENAL, 1506 Lorraine Ave., Bellevue, NE 68005. THE ARSENAL, run by L.L. Swanson, carries books, kits, military miniatures, paints, decals, etc. with strong emphasis on hard-to-get, non-US material. Of particular interest in their latest NEWSLETTER are kits from Revell Germany, IPMS-Finland decals, and the best list of books I've seen in a long time. Customers will receive a NEWSLETTER that not only includes an up-to-date list but also well-researched articles. Mr. Swanson has agreed to let us reprint some of his articles in the SAFO so it is appropriate to run the following: "WANTED - information on the following 'satellite' air forces during WW II: a. Croatia, b. Hungary, c. Rumania, d. Slovakia. Information should include camouflage & marking details, order of battles & tables of organization/equipment, types of aircraft employed and number per type, also details on their flak & paratrooper unit. Send your information & sources to THE ARSENAL."

## FORCES FACT FINDER - UPDATE

Hungary - Me.210 (RT Vol. 11 #2), Bu.131 (RT Vol. 11 #5) All others in "A Magyar Repules Tortenete".  
Yugoslavia - Ca.310, 310bis, & 311 (and Croatian Ca.311M) ("Gli Aeroplani della Caproni Aeronautica Bergamasca" by Abate), SM.79 (Dimensione cielo Immagini E4 - same a/c as in Profile but different angles).  
Norway - Douglas DT2 (NFF Profil #1 Norske Flyhistorisk Forereng, Postboks 58, Kverner, Oslo 1).  
Sweden - Hampden (1939 Janes AWA).  
Spain - SM.81 & D.520 ("L'Aviation Republicaine Espagnole" Docavia/Editions Larivier 8 by Laureau).  
REQUESTS  
Latvia - Miles magister & DH Rapide.  
Lithuania - Avro 626, Fokker D.VII, & Absalido SVA.  
Hungary - Potez 63, Blenheim.  
China - Northrop 2E & DH Moth.

Paul Mears (SAFCH #270)

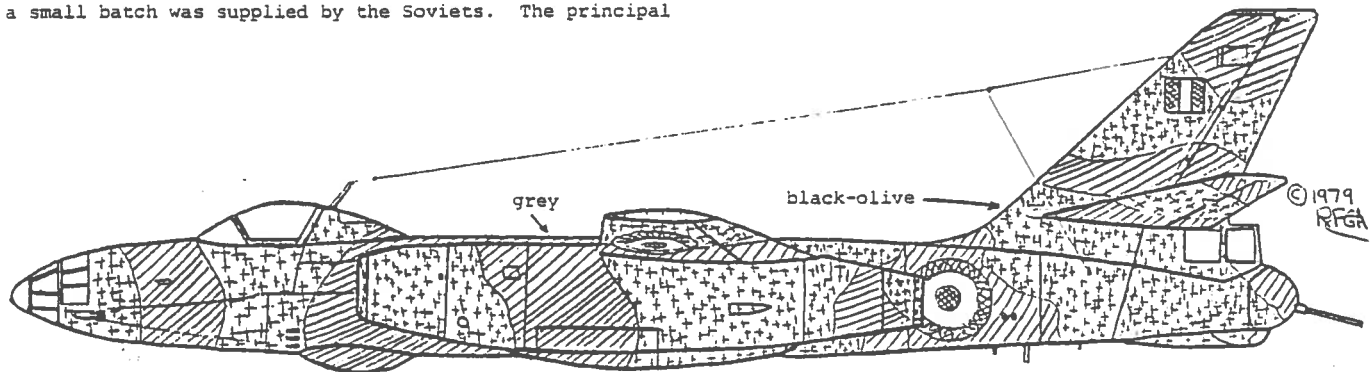
# CONFLICTS, COUPS, CRISES & CLASHES

## A SURVEY OF THIRD-WORLD AIR COMBAT FROM 1946 TO THE PRESENT

No. 4. Ilyushin Il-28 (Beagle) of the Federal Nigerian Air Force, late 1968.

On May 1967, the eastern region of Nigeria declared its independence from Federal authority and the world witnessed the birth of Biafra. Among the types of aircraft utilized by the Nigerians was the Il-28, of which a small batch was supplied by the Soviets. The principal

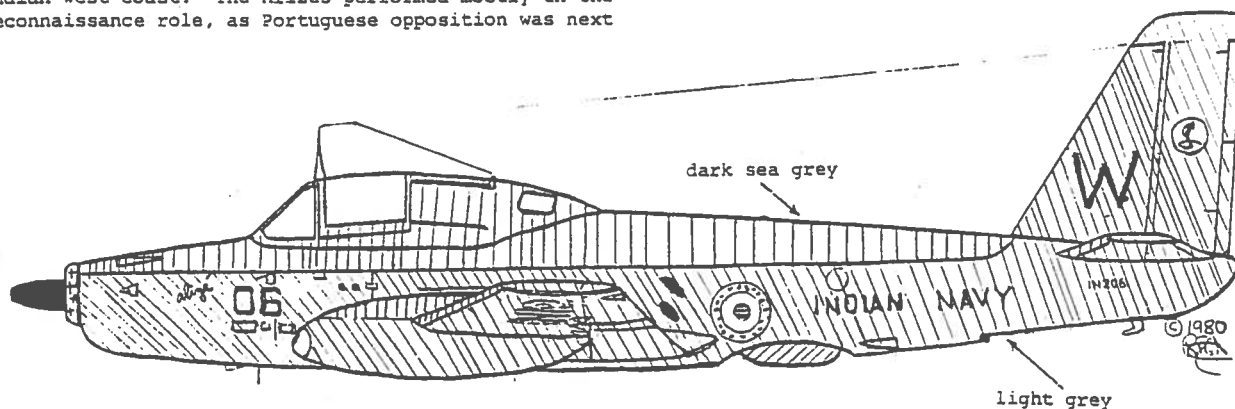
base of operations was Kano and later, as military requirements dictated, out of forward airstrips in support of Federal forces. In December 1969, Nigerian land and air elements were concentrated on Owerri, the last Biafran stronghold and by mid-January 1970 Biafra had become another miscarriage of history.



No. 5. Breguet 1050 Alize, Indian Naval Aviation Squadron 310, December 1971.

Commissioned on 9 January 1961, INAS 310 was India's first carrier based reconnaissance/ASW squadron. Known as the "Cobras", INAS 310's Alizes operated off INS Vikrant and first saw action during operation Vijay which was commenced on 17 December 1961 against the Portuguese enclaves of Damao, Diu, and Goa on the Indian west coast. The Alizes performed mostly in the reconnaissance role, as Portuguese opposition was next

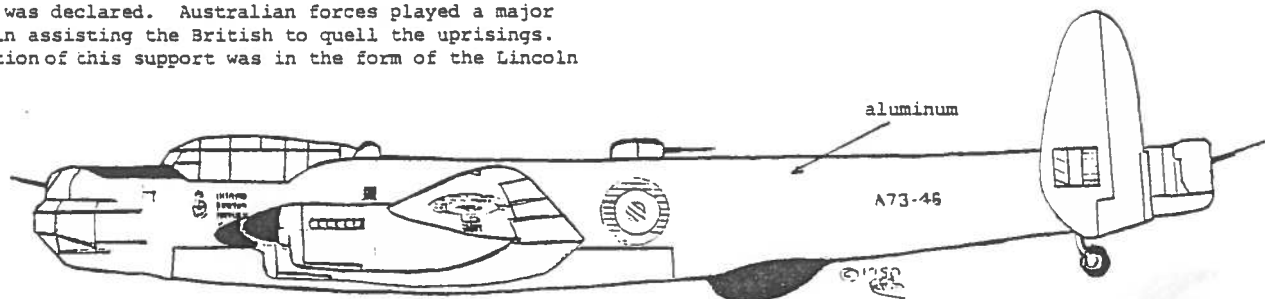
to nil. The real bleeding of INAS 310 came in December of 1971 when India and Pakistan were embroiled again for the third time since the partition of the sub continent in 1947. The Vikrant's Alizes carried out some night-time bombing and mining of the harbors of Chittagong and Cox's Bazaar. When hostilities ceased some weeks later, the former East Pakistan had become the state of Bangladesh.



No. 6. Avro Lincoln B.30, No. 1 Sqn. Royal Australian Air Force, Tengah, Singapore, 1950.

Communist revolts in Southeast Asia were really in vogue after WWII. The British Empire's turn came in early 1948 when elements of the Chinese population in the Federation of Malaya revolted. Guerilla warfare became endemic and on 16 June 1948 the State of Emergency was declared. Australian forces played a major role in assisting the British to quell the uprisings. A portion of this support was in the form of the Lincoln

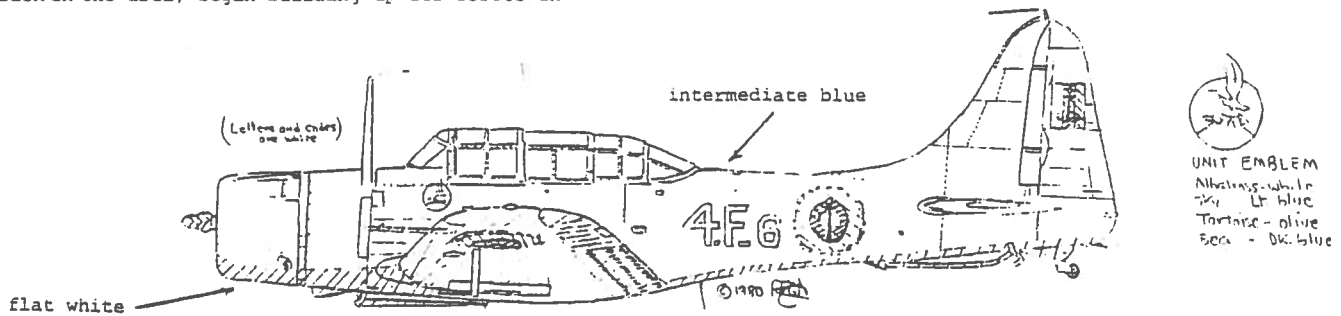
bombers of No. 1 Squadron. Operating out of Singapore, the Lincolns performed yeoman service by bombing and strafing communist bandit positions. By 1957 the revolt had been mostly smothered, though the Emergency was not to be declared officially over until 1960. In 1963 the Federation of Malaysia came into being - along with a new set of headaches.



No. 7. Douglas SBD-5 Dauntless, Flottile 4F, Aero-nautique Navale, operating from the Arromanches off Indo-China late 1948.

Old wars never die and in the case of Southeast Asia, they do not seem to fade away either. Even while the ink was drying on the Japanese surrender documents, war was breaking out in Indo-China. France, trying to make a comeback in the area, began building up its forces in

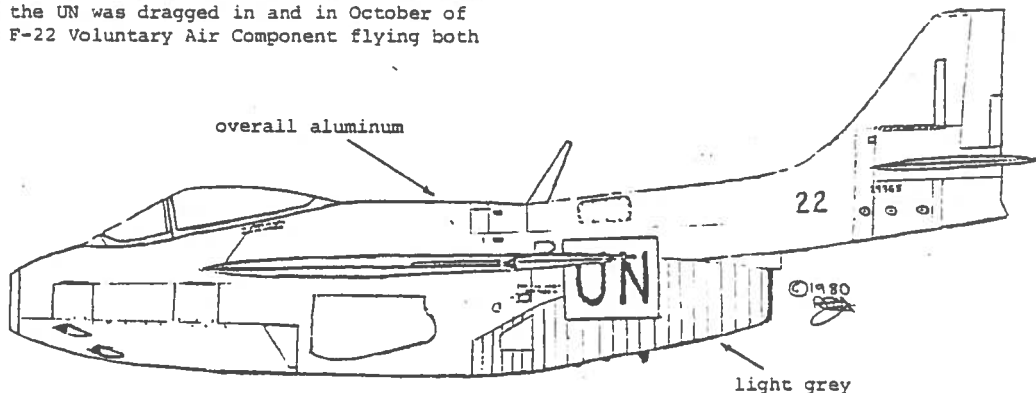
earnest. The carrier Dixmude arrived at Saigon in March 1947 and flew the first air strikes from a French carrier on 2 April in support of French Army and Foreign Legion elements in the Annam region. Later the unit operated off the carrier Arromanches and in time the venerable but archaic Dauntless was replaced by Helldiver aircraft.



No. 8. SAAB J-29B, Flottiljer 22, Svenska Flygvapnet (Assigned to United Nations Orgsnization), Kamina, Congo, 1963.

Sometimes there is no difference to granting a former colony independence or opening a can of worms. Such was the case when Belgium granted independence to the Congo in June of 1960. Predictably, chaos and anarchy ensued, highlighted by outbreaks of slaughter, rape... and mayhem. In August 1960, Katanga Province proclaimed its sovereignty, leading to still more complications. Somewhere along the line the UN was dragged in and in October of 1961, Sweden's F-22 Voluntary Air Component flying both

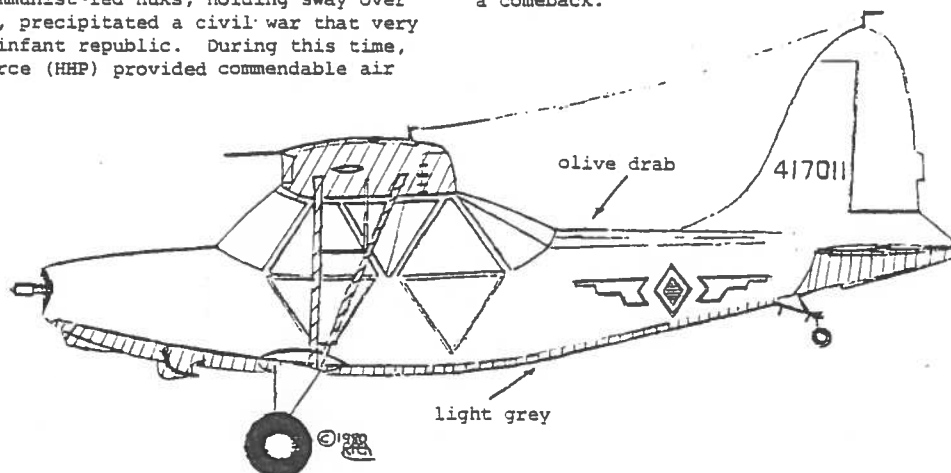
the J-29B and S-29C began operations alongside Ethiopian Sabres and Indian Camerras. In December 1961, J-29's scored a major victory against Katangan elements in Jadotville and Kolwezi. The greatest successes came in the UN offensive of December 1962 - January 1963. In heavy air action the J-29's extirpated what remained of the Katangan air force. Since then the situation in the Congo stabilized somewhere between utter chaos and extreme calamity ....



No. 9. Stinson L-5A Sentinel, Hukbong Himpapawid ng Pilipinas, Philippines, circa 1954.

The Republic of the Philippines came into being on July 4th, 1946. Almost immediately, the long awaited dream of national independence began turning into a nightmare. The nightmare took the form of the Hukbalahap insurrection. The communist-led Huks, holding sway over most of central Luzon, precipitated a civil war that very nearly destroyed the infant republic. During this time, the Philippine Air Force (HHP) provided commendable air

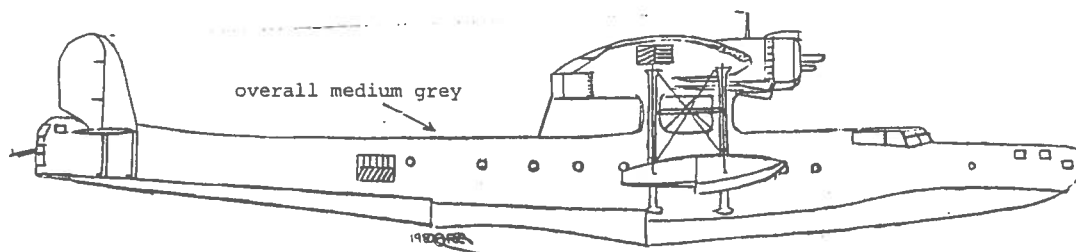
support to the hard-pressed army and constabulary units. The L-5 was called upon to perform air observation post/artillery spotter tasks and was quite useful in the reconnaissance role when occasion warranted it. The Huk rebellion was officially declared over in 1954, but as recent events seem to indicate, the Huks may be staging a comeback.



No. 10. Kawanishi H6K4, Angkatan Udara Republik Indonesia, circa 1946.

Much as the Dragon's Teeth of mythical lore, ex-Japanese war planes were sprouting up in seemingly endless profusion all over Asia and Oceania. When Indonesia declared its independence from the Netherlands in August of 1945, a good number of abandoned, captured, or surrendered aircraft were to be had throughout the islands. Some of these planes were quite salvagable.

Among the types utilized by the fledgling Air Service Volunteer Corps (later to become the AURI) were one or two examples of the H6K flying boat. By 1947 very few of any of Japan's former planes were flyable. Aircraft from other sources were appearing and the war of liberation continued until November of 1949. Seeing the handwriting on the wall, the Dutch finally granted full sovereignty to Indonesia.

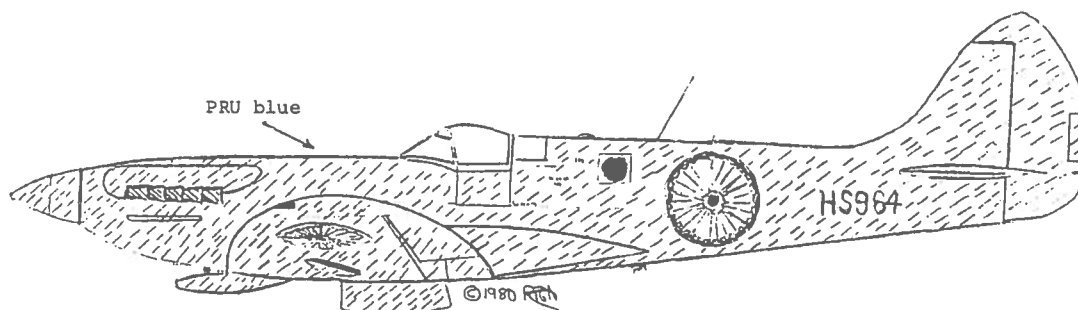


No. 11. Supermarine Spitfire PR.XIX, No. 1 Sqn. Royal Indian Air Force, based at Poona circa 1948.

In October 1947 the Hindu Raga of Kashmir decided to join with India. The population composed of Moslems, whose sympathies were with Pakistan, rose up in a massive revolt. In turn India sent in forces to quell the uprising. Pakistan sent in forces to aid the insurgents and the situation soon became a full scale war

for India and Pakistan. Both sides engaged in heavy air action during the Kashmir dispute. In the forefront of Royal Indian Air Force units was No. 1 Squadron operating in the fighter-reconnaissance role with Spitfires.

A UN mediated cease fire went into effect on June 1, 1949 bringing to an end the first round of fighting that persists up to this day.



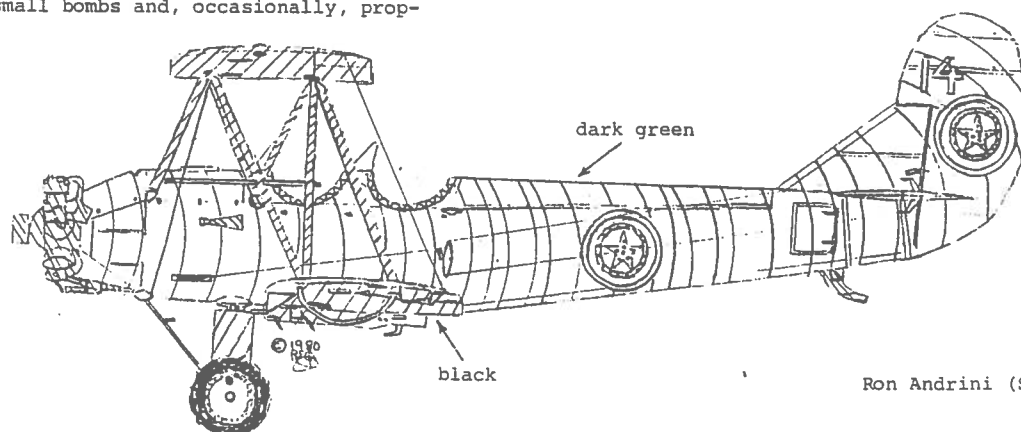
No. 12. Polikarpov Po-2 (Mule) of the Korean Peoples's Armed Forces Air Force, North Korea (Democratic People's Republic of) 1953.

One of the lesser known Korean War exploits was the flight of the Bed Check Charlies. In the first year of savage mauling in which the KPAPAF had been almost totally extirpated, North Korean air units were forced to operate beyond the Yalu in the sanctity of China.

In 1951-52, while its MiGs still flew from Chinese bases, North Koreans undertook nightly nuisance raids from its own territory using a variety of older training and utility types. Flying under the radar nets, they would drop grenades, small bombs and, occasionally, prop-

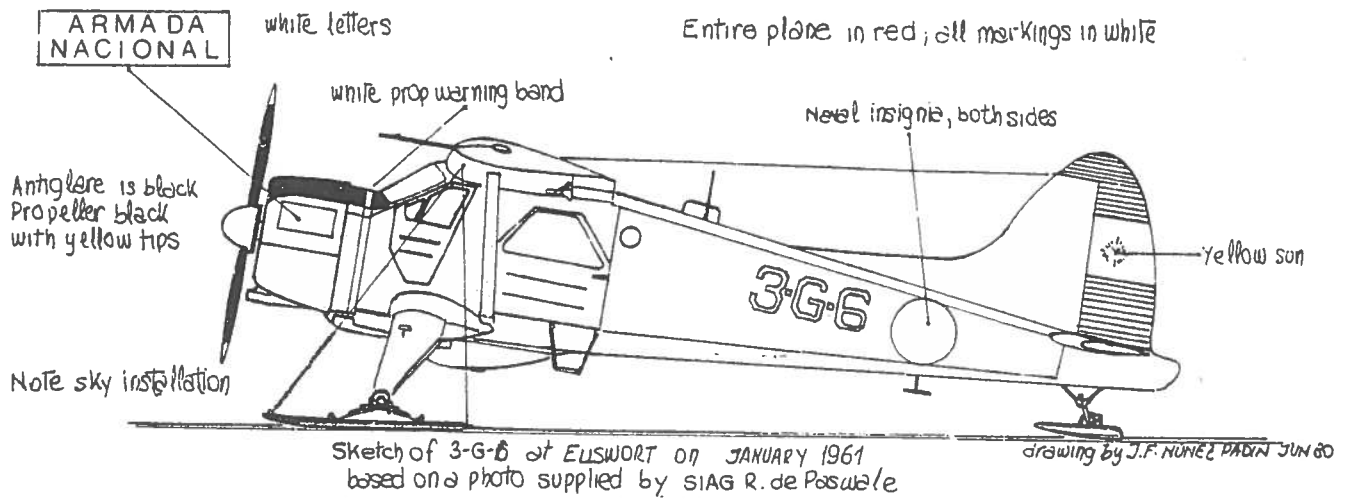
aganda leaflets. In an attempt to foil the Bed Check Charlies, the USAF employed F-94 interceptors. The slow and elusive craft would force the jets to throttle down to near stalling speeds in order to line up sights. A more satisfactory solution came in the form of the F4U-5N Corsairs which were deployed to Kimpo in the closing months of the war. But before the problem was fully rectified, the "cease fire" went into effect in July 1953.

Note: Some Po-2s were painted overall black and had no insignia or other markings.



Ron Andrini (SAFCH #458)

## DHC-2 BEAVER of AVIACION NAVAL



## The Fw 58 in Hungary

